

The CAVALRY JOURNAL

Devoted to the Interests of the Cavalry,
to the Professional Improvement of Its
Officers and Men, and to the Advance-
ment of the Mounted Service Generally

EDITOR

Major O. L. HAINES, Cavalry

Copyright, 1928, by
The United States Cavalry Association

Published quarterly by the United States Cavalry Association. Editor, Major O. L. Haines, Cavalry. Entered as second-class matter at the post-office at Baltimore, Md., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized May 29, 1920.

Office of Publication, Baltimore, Md.

Editorial Office, Washington, D. C.

\$2.50 per year; single copy, 75c.

Foreign Postage, 25c Additional

This Cavalryman



Knows His History

You Can Know Yours Too

By Joining

THE UNITED STATES CAVALRY ASSOCIATION

And By Reading The Future Numbers of

The
**CAVALRY
JOURNAL**

To U. S. Cavalry Association,
1624 H St., N. W., Washington, D. C.

(Date).....

FOR MEMBERSHIP IN THE U. S. CAVALRY ASSOCIATION

I hereby apply for membership in the U. S. Cavalry Association in the class for which I am eligible (see back of next page). Please find enclosed \$2.50 for one year's dues (to include subscription to the Cavalry Journal).

Name

Rank and Organization

Number and Street

City and State

FOR SUBSCRIPTION TO THE CAVALRY JOURNAL

Please find enclosed \$2.50 for one year's subscription to the Cavalry Journal.

Name

Number and Street

City and State

FOR CHANGE OF ADDRESS

Please change my address to the following:

Name

Number and Street

City and State

Please notify us at once of change of address

CONTENTS FOR OCTOBER, 1928

VOL. XXXVII, No. 153

CHARGE OF THE 5th CAVALRY AT GAINES MILLS, 1862.....	Frontispiece
SOME REMINISCENCES, INCLUDING THE WASHITA BATTLE, NOVEMBER 27, 1868.....	Page 481
Brigadier General E. S. Godfrey	
ANTE-BELLUM HORSES AND SPORTS OF THE AMERICAN CAVALRY-MAN	501
A. J. O. Culbertson	
THE INVINCIBLE RAIDER.....	513
Lieutenant Colonel William Waller Edwards, 4th Cavalry	
THE ARGENTINE CREOLE HORSE, BUENOS AIRES-NEW YORK.....	536
A. F. Tschiffley	
A HISTORY OF CAVALRY HORSES.....	543
Captain George L. Caldwell, Veterinary Corps	
THE FIRST REGIMENT OF SPAHIS.....	558
Lieutenant Leonard H. Nason, 158th M. G. Squadron	
FEARFUL HORSEWOMEN OR THE ACHIEVEMENT OF NONCHALANCE.....	563
Helen Fiske	
TOM'S LETTER	569
TOPICS OF THE DAY.....	570
THE 1928 OLYMPIC EQUESTRIAN TEAM—THE ARMY HORSE SHOW TEAM AT THE NEW YORK STATE FAIR—NATIONAL INTER-CIRCUIT POLO CHAMPIONSHIP—JUNIOR CHAMPIONSHIP POLO TOURNAMENT—ANIMAL ALLOWANCE AND REPLACEMENT—THE RETIRING SECRETARY-TREASURER-EDITOR—THE SADDLE HORSE AS A JUMPER—CUBAN CAVALRY OFFICERS WITH THE UNITED STATES ARMY.	
CAVALRY ACTIVITIES	587
PROGRESS OF THE CAVALRY RIFLE AND PISTOL TEAM—CAVALRY SCHOOL GRADUATION EVENTS—1ST CAVALRY NOTES—SUMMER ACTIVITIES, FORT MYER—6TH CAVALRY SUMMER TRAINING AND POLO—ORGANIZATION DAY, 10TH CAVALRY—11TH CAVALRY NOTES—ORGANIZATION DAY, 12TH CAVALRY—2ND SQUADRON 12TH CAVALRY NOTES—13TH CAVALRY ACTIVITIES—14TH CAVALRY NOTES—1ST ARMORED CAR TROOP—FORT SHERIDAN HORSE SHOW—FIELD TRAINING OF THE 51ST CAVALRY BRIGADE—305TH CAVALRY ACTIVE DUTY TRAINING—RETIREMENT OF MAJOR EDGAR S. GARDNER, FINANCE RESERVE—306TH CAVALRY IN CAMP—308TH CAVALRY TRAINING—309TH CAVALRY ON ACTIVE DUTY—315TH CAVALRY TRAINING—1ST SQUADRON 103D CAVALRY NOTES.	
BOOK AND MAGAZINE REVIEWS.....	610

The United States Cavalry Association

DESIGN

1. The aim and purpose of the Association shall be to disseminate knowledge of the military art and science, to promote the professional improvement of its members, and to preserve and foster the spirit, the traditions, and the solidarity of the Cavalry of the Army of the United States.

Article III of the Constitution.

Organized November 9, 1885

OFFICERS

President

MAJOR GENERAL H. B. CROSBY

Vice-President

COLONEL GUY V. HENRY

Secretary and Treasurer

MAJOR O. L. HAINES, Cavalry

EXECUTIVE COUNCIL

Colonel GEORGE WILLIAMS, Cavalry

Colonel E. H. HUMPHREY, Cavalry

Colonel W. I. FORBES, 305th Cavalry

Lt. Col. A. F. COMMISKY, Cavalry

Lt. Col. G. B. COMLY, Cavalry

Lt. Col. V. W. COOPER, Cavalry

Lt. Col. J. W. CONVERSE, 103d Cavalry

Major H. S. BARRETT, 62d Cavalry Division

Captain ROYDEN WILLIAMSON, Cavalry

MEMBERSHIP AND SUBSCRIPTION TO THE CAVALRY JOURNAL

Membership shall be of three classes, which, together with the conditions of eligibility therefor, are as follows:

- (1) Active, for which all general officers of the Army of the United States and all commissioned officers of the Cavalry of the Army of the United States shall be eligible.
- (2) Associate, for which all present and former commissioned, warrant, and non-commissioned officers of honorable record of the military or naval services of the United States not included in class I shall be eligible.
- (3) Honorary.

Application for membership, showing present or former military status, should be addressed to the Secretary, U. S. Cavalry Association, 1624 H Street N. W., Washington, D. C., and be accompanied by remittance of dues for one year.

There is no initiation fee. Annual dues, payable in advance, \$2.50, which includes subscription to the Cavalry Journal, 60% thereof being so designated.

Any person or organization not eligible for membership may subscribe for the JOURNAL at the regular subscription rates of \$2.50 per year. Canadian and foreign postage, 25 cents additional.

Members and subscribers are requested to give prompt notice in advance of change of address.

ne
d
ne

f
l
l
e
f

e
s



Charge of the 5th Cavalry at Gaines Mills, 1862

The CAVALRY JOURNAL

VOL. XXXVII

OCTOBER, 1928

NO. 153

Some Reminiscences, Including the Washita Battle, November 27, 1868

BY BRIGADIER GENERAL E. S. GODFREY

(The following narrative continues the "Reminiscences" of General Godfrey published in the July, 1927, Journal.—Ed.)

DURING our return march to Fort Dodge from General Sully's first expedition, September, 1868, the General would at times relieve his mind by talking of his problems at the headquarters mess and campfires. One of the problems was a commander of his cavalry. For some reason he had come to the conclusion that Major Elliott, then in command of the troops of the 7th Cavalry, had not had sufficient experience to trust him with an independent command.¹ He mentioned the various field officers of cavalry within his jurisdiction as district commander and finally eliminated all of them. He, several times, mentioned the "Triumvirate of S's"—Sherman, Division Commander; Sheridan, Department Commander; and Sully, District Commander²—and seemed perfectly satisfied with the results of the expedition. For future operations he intended to ask for a larger force, operate against the Indians till he chastised them, and then return to winter quarters.

On arrival at Fort Dodge, he asked for recruits and horses and equipments for the troops of the 7th Cavalry to the maximum (then one hundred) and for Lieutenant Colonel Custer to command the regiment.

Plan of Campaign and Preparations

A few days later General Sheridan arrived at the post. The plan of campaign was changed to establish a supply camp of a more permanent nature and to make a winter campaign. The supply cantonment was to be at the junction

¹Major Joel Elliott was younger than all the captains, most of whom had been field officers during the Civil War; some had commanded regiments and brigades. He was younger even than most of his lieutenants. In the Civil War, the highest rank held by him was that of captain and his highest command had been a squadron (two troops) in his volunteer regiment of cavalry. After the war he taught school and at the time he went before the Casey Board of Examiners for a commission, he was superintendent of the public schools of the City of Toledo, Ohio, intending eventually to study and practice law. He passed such a perfect mental examination that the board recommended his appointment as major of cavalry. He had anticipated an appointment as first lieutenant, or, at most, as captain.

²Division, department and district denote geographic jurisdiction of military commands.

of the Beaver, or North Fork of the Canadian, and Wolf Creek, where General Sully had abandoned pursuit of the hostiles.

Major Alfred Gibbs with the headquarters and band from Fort Leavenworth joined the 7th Cavalry, and, later, the two troops stationed at Fort Harker arrived—eleven troops present. The regiment was sent out to Bluff Creek, about thirty miles southeast of Fort Dodge. General Custer joined the regiment early in October and at once began aggressive operations against the hostiles who had repeatedly attacked the camp.

The troops of the 10th Cavalry were sent north to protect the frontier settlements on the Saline, Solomon and Republican Rivers which the Indians had been raiding since the tenth of August.

General Sheridan established his field headquarters at Fort Hays where he could be in closer touch with communications and energize the forwarding of supplies for the coming campaign. Finding difficulty in getting transportation to forward supplies from Hays City to Fort Dodge, he ordered Number One Depot Train from Fort Leavenworth. This train was the pride of the Quartermaster's Department. It was composed of selected mules, as for many years the best mules sent to the department had been assigned to this train. That woke up the Quartermaster Department!

While at Fort Dodge, he learned that the commissary of the post had asked the families and officers' messes to estimate the amount of officers' stores they wanted for the coming year. These were tabulated and sent to the Chief Commissary, Department Headquarters, as his annual requisition. When the supplies arrived, these canned goods were apportioned according to estimates, or if the garrison had been increased, according to the number of persons in the several messes. General Sheridan found some of the delicacies quite toothsome and drew on the stores until he was informed that he *had* his quota. He was surprised that there was a limit and that special requisitions were taboo. He ordered and approved a special requisition, and further ordered that in the future special requisitions be honored. That woke up the Commissary Department!

In the meantime, General Sully was busy with his requisitions for the new cantonment, or Camp Supply. Finding that mules were scarce, he estimated for a number of yokes of oxen, intending to use them to haul the supplies for the buildings at the supply camp, etc., on the army wagons with trailers to the new post; then use them to "snake" the logs for stockades; and subsequently kill them for beef. That horrified both departments! But he got his oxen, or "bulls," as they were called in the parlance of the West.

The outrages on the Kansas frontier settlers and the capture of women aroused the people of that state to appeal for protection. The Congress authorized the organization of the 18th and 19th Kansas Volunteer Cavalry. The Governor, Honorable S. J. Crawford, resigned to accept the colonelcy of the 19th which rendezvoused at Topeka.

General Sheridan's plan for the winter campaign involved the operations of three columns:

Colonel A. W. Evans with six troops of the 3rd Cavalry and two companies of infantry was to march from a base at Fort Bascom, New Mexico, establish a supply depot at Monument Creek, then scout the Canadian and the North Fork of the Red River Valleys as far as the Red River, the boundary of the Department of Missouri.

A column of seven troops of the 5th Cavalry under the command of Lieutenant Colonel E. A. Carr was to march southeast from Fort Lyon, Colorado, unite with Captain Penrose with five troops of cavalry, then on the north fork of the Canadian, and operate toward Antelope Hills on the Canadian.

The third column, at Fort Dodge under General Sully, was to move southward and establish the cantonment at the fork of Beaver Creek and Wolf Creek. This column consisted of eleven troops of the 7th Cavalry and five companies of the 3rd Infantry. The 19th Kansas Volunteer Cavalry was organized at Topeka, Kansas, and was ordered to join this column at Camp Supply.

All these columns were to march November 1st, but owing to the delays of supplies, the time was changed to November 12.

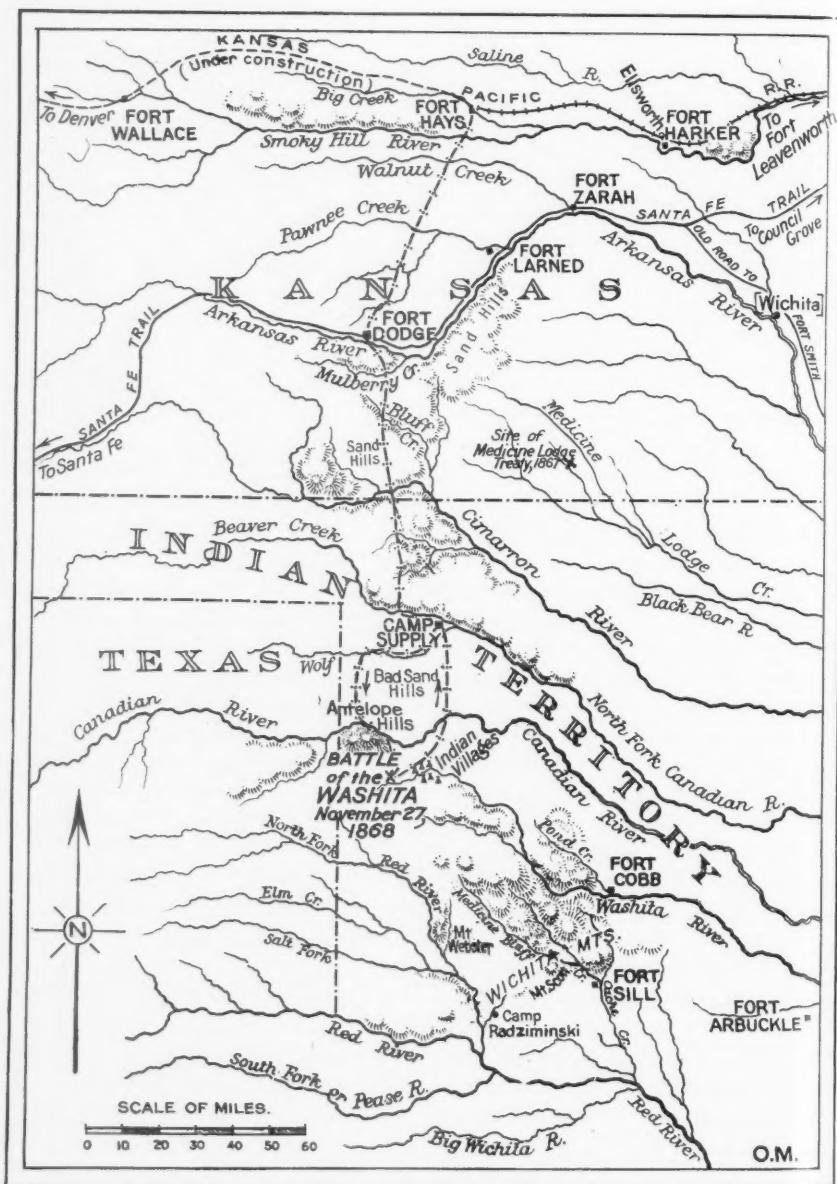
On the 28th of October, the 7th Cavalry went into camp a short distance below Fort Dodge and named the camp "Camp Sandy Forsyth" in honor of Colonel George A. Forsyth, who, with fifty volunteer scouts, had withstood the attack of about seven hundred hostiles on the Arickaree Fork of the Republican. The arrival of about five hundred recruits and the same number of horses filled the organizations to the maximum. All the horses of the regiment were then arranged according to color on one long picket line and each troop commander, according to rank, was given choice of color for his troop. According to color there were: Four troops of bay horses, three sorrel, one each black, brown and gray, the band and trumpeters gray, and the eleventh troop the odds and ends of all colors, including roans, piebalds, etc. For several years after this, before requisitions for colors were given consideration in purchases, I observed that these ratios obtained.

Drills and target practice were pushed to the limit. Forty of the best shots were selected for a separate organization under the command of Lieutenant Cooke. We youngsters named it the "Corps d'elite" and the name stuck throughout the campaign.

On November 12th the Fort Dodge column assembled on Mulberry Creek, the 7th Cavalry from Camp Sandy Forsyth on the Arkansas River, and the supply train of nearly four hundred army wagons with its infantry escort from Fort Dodge.

Establishing the Base

The next morning we had one of those tedious jobs of crossing a prairie creek; steep, deep banks, doubling of teams, breaking of coupling poles, amid the shouting and cursing of wagon masters and teamsters. The wagon train



Portions of Kansas, Indian Territory and Texas In 1868

Showing principal topography, forts, site of the Medicine Lodge Treaty of 1867, and the route of the forces taking part in the Battle of the Washita.

was assembled in columns of fours—two troops of cavalry as advance guard, three troops with flankers on each flank, and two as rear guard. The infantry companies were distributed along the train, and the beef herd along the train inside the flanking troops. The leading troop on the flanks would march to the head of the train, halt and graze until the rear of the train had passed it, thus alternating so as to save dismounting and yet cover the flanks of the train. The advance guard of one day would be rear guard the next day. The details were by roster so as to equalize the functions. The slow travel of the "bull" train was a handicap to travel and to arrival in camp on a full day's march. The ensemble made an imposing cavalcade.

The march was without special incident till the last day's march down Beaver Creek, when our Osage Indian trailers discovered the trail of a war party of a hundred or more on their way north to raid the frontier. On arrival in camp, General Custer requested permission to take the cavalry on the back trail of this war party and attack the village whence they came. General Sully disapproved the proposal on the ground that since it was absurd to suppose the hostiles were unaware of our presence in the country, the village could not be surprised but would be on the alert. He was obsessed with the idea that all our operations were under the constant surveillance of hostile scouts who kept the tribes fully informed.

On the sixth day of our march we arrived at the fork of Beaver and Wolf Creeks. At once preparations began for the building of the cantonment on which was bestowed the name of Camp Supply. This isolated post became the abode of many "Winners of the West." It was at this place that General Sully had abandoned the pursuit of the hostiles about two months before.

The next day activities began in locating and laying out the cantonment; digging trenches for the stockade and for the quarters and barracks to house the personnel, and digging wells for water supply. Outside parties, guarded by mounted troops, were sent to gather supplies and material for the post. The hum of the mowing machines was accompanied by the ring of the axe, punctuated by the crash of the falling timber. With axes and saws these trees were made into usable parts which the bull teams "snaked" to convenient sites to load in wagons. The mule-whackers hauled them to the cantonment where they were sorted for various uses, as palisades, upright walls for buildings, rafters, etc., etc. What a contrast these pioneer activities were to the centuries of quiet, wild life, yet to the participants it was all in the day's work.

The 19th Kansas Volunteer Cavalry had been ordered to proceed from its rendezvous at Topeka on November 5th. Two troops had gone to Fort Dodge to escort General Sheridan and it was expected that the other eight troops would meet us at the fork of the Beaver and Wolf Creeks. Their absence created much concern.

On the 15th of November, General Sheridan left Fort Hays to join the Fort Dodge column. He relates:

"The first night out a blizzard struck us and carried away our tents; and, as the gale was so violent that they could not be put up again, the rain and



General Philip Henry Sheridan
Commanding the Department of the Missouri in 1868

snow drenched us to the skin. Shivering from the wet and cold, I took refuge under a wagon, and there spent such a miserable night that, when at last morning came, the gloomy predictions of Old Man Bridger and others rose up before me with greatly increased force." (Bridger had endeavored to dissuade him from making a winter campaign.) "As we took the road the sleet and snow were still falling, but we labored on to Dodge that day in spite of the fact that many mules played out on the way. We stayed only one night at Dodge, and then on the 17th, escorted by a troop of cavalry and Forsyth's scouts, now under the command of Lieutenant Pepoon (10th Cavalry), crossed the Arkansas and camped the night of the 18th at Bluff Creek, where the two troops of the 19th Kansas, previously detailed as my escort were awaiting our coming. As we were approaching this camp some suspicious looking objects were seen moving off at a long distance to the east of us, but as the scouts confidently pronounced them buffalo, we were unaware of their true character till next morning, when we became satisfied what we had seen were Indians, for immediately after crossing Beaver Creek, we struck a trail leading to the northeast of a war party that evidently came up from the headwaters of the Washita River. The evening of November 21st we arrived at the Camp Supply depot, having traveled all day in another snow storm that did not end till twenty-four hours later."

Hearing of the near approach of General Sheridan, General Custer mounted his horse and rode out to meet him.

The arrival of General Sheridan with two troops of the 19th Kansas Volunteers gave rise to an occurrence not mentioned by either General Sheridan or General Custer in their published writings of this campaign. At that time the Rules and Articles of War provided that when troops of the regular army and volunteers came together, brevet rank took effect. Both Sully and Custer were lieutenant colonels. Colonel Crawford of the 19th Kansas was the senior in rank. General Sully issued an order assuming command of the troops by virtue of his brevet rank of brigadier general, U. S. A. When this order reached General Custer, he issued an order assuming command by virtue of his brevet rank of major general, U. S. A. Sully contended that as between officers of the regular army this should not obtain. General Sheridan decided in favor of General Custer. General Sully was relieved from duty with the expedition and ordered to Fort Harker to command the District of the Upper Arkansas. I heard General Custer say that had the question not been raised he would not have taken his stand and would have been perfectly satisfied to have served under Colonel Crawford. During the balance of the campaign General Custer exercised the immediate control of the troops.

"November 22nd, 1868—The morning is cold; it snowed all night and is still snowing. Cleared up at noon and got warmer. We took our horses out to graze at noon and let them pick all they can this Sunday . . . Still it snows" (From the diary of Blacksmith W. S. Harvey, Troop K, 7th Cavalry, now living at Belle Vernon, Pennsylvania.)

We were grazing the horses in the sand hills on that day when, in the afternoon, orders came to return to camp at once and prepare for thirty days' campaign. It is my recollection that three wagons were assigned to each

troop, this for convenience for picket line—one for troop mess, etc., one for officers' mess, extra ammunition, etc., and one for forage. Baggage was limited to necessities.

Finding the Trail

November 23rd—Reveille at 3 o'clock. Snowed all night and still snowing very heavily. The darkness and heavy snowfall made the packing of the wagons very difficult, but at dawn the wagons were assembled in the train and daylight found us on the march, the band playing, "The Girl I Left Behind Me," but there was no woman there to interpret its significance. The snow was falling so heavily that vision was limited to a few rods. All landmarks were invisible and the trails were lost. "We didn't know where we were going, but we were on the way." Then General Custer, with compass in hand, took the lead and became our guide.

As the day wore on the weather became warmer and I have never seen the snowflakes as large or fall so lazily as those that fell that day. Fortunately there was no wind to drift the snow to add to our discomfort. They melted on the clothing so that every living thing was wet to the skin. The snow balled on the feet of our shod animals causing much floundering and adding to the fatigue of travel. About two o'clock we came to Wolf Creek, crossed to the right side of the valley, and continued to march till we came to a clump of fallen timbers and there went into camp with our wagon train far behind. As soon as the horses were unsaddled everyone except the horse holders was gathering fuel for fires. The valley was alive with rabbits and all messes were supplied with rabbit stew. Our rawhide covered saddles were soaked. The unequal drying warped the saddle trees which subsequently caused that bane of cavalry—many sore backs. Snow, eighteen inches "on the level"; distance marched, about fifteen miles.

The snowfall ceased during the night. The sun rose on the 24th with clear skies and with warmer weather. The snow melted rapidly. The glare of the bright sunshine caused much discomfort and a number of cases of snowblindness. Some buffalo were killed and many rabbits. Some deer were seen. We camped on Wolf Creek. Distance marched, about 18 miles.

November 25th we marched some distance up Wolf Creek and then turned in a southerly direction toward the Canadian. As we approached the summit of the divide, the peaks of the Antelope Hills loomed up and became our marker for the rest of the day. We made camp late that evening on a small stream about a mile from the Canadian. The day's march had been tedious. The melting snows balled on our shod animals during the long pull to the divide. A number of horses and mules gave out, but were brought in late that night. Wood was very scarce, but usually the quartermaster sergeants would load some wood in the cook wagon when packing and they usually were on the lookout for fuel on the march.

At daybreak, November 26th, Major Elliott, with troops G, H, and M, some white scouts and Osage trailers, started up the north side of the Canadian

to scout for a possible trail of war parties. The remainder of the command and the wagon train marched to the Canadian to cross to the south side. To "California Joe" had been given the task of finding a ford. The river was high and rising, current swift and full of floating snow and slush ice. After much floundering he found a practical ford. The cavalry crossed first and assembled on the plain. Owing to the quicksand bottom, each wagon was double teamed and rushed through without halting. A mounted man preceded each team and other mounted men were alongside to "whoop 'em up."

While this tedious crossing and parking was going on, General Custer and a number of officers went to the tops of the hills to view the country. The highest peak was about three hundred feet above the plain. Suddenly we were enveloped in a cloud of frozen mist. Looking at the sun we were astonished to see it surrounded by three ellipses with rainbow tints, the axes marked by sundogs, except the lower part of the third or outer ellipse which seemingly was below the horizon, eleven sundogs. This phenomenon was not visible to those on the plain below.

As the last of the wagons had crossed and the rear guard was floundering in crossing, someone of our group on the hills called out, "Hello, here comes somebody." But General Custer had already seen him and had focused his field glasses on the galloping scout, but he said nothing. It was a tense moment when Jack Corbin rode up and began his report.

Major Elliott had marched up the Canadian about twelve miles when he came to the abandoned camp of a war party of about one hundred and fifty; he had crossed the river and was following the trail which was not over twenty-four hours old, and asked for instructions. Corbin was given a fresh horse to return to Major Elliott with instructions to follow the trail till dark, then halt till the command joined him.

Officers' call was sounded and when assembled we were told the news and ordered to be prepared to move as soon as possible. One wagon was assigned to each squadron (two troops), one to Troop G and the teamsters, and one to headquarters; seven in all, and one ambulance under the quartermaster, Lieutenant James M. Bell. These were to carry light supplies and extra ammunition. I cannot recall of just what the limited supplies consisted. Each trooper was ordered to carry one hundred rounds of ammunition on his person. (They were armed with the Spencer magazine carbine and Colt revolver, paper cartridges and caps.) The main train guarded by about eighty men under the command of the officer of the day was to follow as rapidly as possible. For this guard men with weak horses were selected. Captain Louis M. Hamilton, a grandson of Alexander Hamilton, was officer of the day. He was greatly distressed because this duty fell to him and begged to go along to command his squadron, but was refused unless he could get some officer to exchange with him. Lieutenant E. G. Mathey, who was snowblind, agreed to take his place.

Soon the regiment was ready to move and we struck in a direction to intercept the trail of Elliott's advance. We pushed along almost without rest till



General George A. Custer
Commanding the 7th Cavalry, 1868

about 9 P. M. before we came to Elliott's halting place. There we had coffee made, care being taken to conceal the fires as much as possible. Horses were unsaddled and fed. At 10 P. M. we were again in the saddle with instructions to make as little noise as possible,—no loud talking, no matches were to be lighted. Tobacco users were obliged to console themselves with the quid. Little Beaver, Osage Chief, with one of his warriors, had the lead dismounted as trailers; then followed the other Indian and white scouts with whom General Custer rode to be near the advance. The cavalry followed at a distance of about a half mile. The snow had melted during the day but at night the weather had turned cold and the crunching noise could be heard for a considerable distance.

After a couple of hours' march, the trailers hurried back for the command to halt. General Custer rode up to investigate when Little Beaver informed him that he "smelled smoke." Cautious investigation disclosed the embers of a fire which the guides decided from conditions had been made by the boy herders while grazing the pony herds and from this deduced that the village could not be far distant. The moon had risen and there was little difficulty in following the trail and General Custer rode behind the trailers to watch the developments. On nearing the crest of any rise, the trailer would crawl to the crest to reconnoiter, but seeing Little Beaver exercise greater caution than usual and then shading his eyes from the moon, the General felt there was something unusual. On his return the General asked, "What is it?" and Little Beaver replied, "Heap Injuns down there." Dismounting and advancing with the same caution as the guide, he made his personal investigation, but could only see what appeared to be a herd of animals. Asking why he thought there were Indians down there, Little Beaver replied, "Me heard dog bark." Listening intently they not only heard the bark of a dog, but the tinkling of a bell, indicating a pony herd, and then the cry of an infant.

The Plan of Battle

Satisfied that a village had been located, the General returned to the command, assembled the officers, and, after removing sabres, took us all to the crest where the situation was explained or rather conjectured. The barking of the dogs and the occasional cry of infants located the direction of the village and the tinkling of the bells gave the direction of the herds. Returning and resuming our sabres, the General explained his plans and assigned squadron commanders their duties and places. Major Elliott, with Troops G, H and M, was to march well to our left and approach the village from the northeast or easterly direction as determined by the ground, etc. Captain Thompson, with B and F, was to march well to our right so as to approach from the southeast, connecting with Elliott. Captain Myers, with E and I, was to move by the right so as to approach from a southerly direction. The wagons under Lieutenant Bell and Captain Benteen's squadron—H and M—had been halted about two or three miles on the trail to await the outcome of the investigations.

Just after dismissing the officers and as we were separating, General Custer

called my name. On reporting, he directed me to take a detail, go back on the trail to where Captain Benteen and the wagons were, give his compliments to Captain Benteen and instruct him to rejoin the command, and Lieutenant Bell to hold the wagons where they were till he heard the attack which would be about daybreak. "Tell the Adjutant the number of men you want and he will make the detail. How many do you want?" I replied, "One orderly." He then said, "Why do you say that? You can have all you want." I replied that one was all I wanted—"to take more would increase the chances of accident and delay."

I delivered my messages and returned with Captain Benteen's squadron. The camp guard remained with the wagons.

Upon the arrival of Captain Benteen's squadron, Major Elliott proceeded to take position, also Captain Thompson and later Captain Myers.

Before the first streak of dawn, General Custer's immediate command as quietly as possible moved into place facing nearly east, Lieutenant Cooke's sharpshooters in advance of the left dismounted. General Custer and staff were followed by the band mounted. Captain West's squadron was on the right and Captain Hamilton's on the left, the standard and guard in the center. Troop K (West's) was on the right flank and I had command of the first platoon.

With the dawn we were ordered to remove overcoats and haversacks, leaving one man of each organization in charge with orders to load them in the wagons when Lieutenant Bell came up. Following the General, the command marched over the crest of the ridge and advanced some distance to another lower ridge. Waiting till sunrise we began to feel that the village had been abandoned although the dogs continued their furious barkings. Then "little by little" we advanced. Captain West came to me with orders to charge through the village but not to stop, to continue through and round up the pony herds.

The Battle

With all quiet in the early dawn, Major Elliott's command had reached a concealed position close to the village, but was waiting for the signal from headquarters. The furious barking of the dogs aroused an Indian who came from his lodge, ran to the bank of the Washita, looked about and fired his rifle. I was told that a trooper had raised his head to take aim and was seen by this Indian. With the alarm thus given, the command opened fire. The trumpeters sounded the charge and the band began to play "Garry Owen," but by the time they had played one strain their instruments froze up.

My platoon advanced as rapidly as the brush and fallen timbers would permit until we reached the Washita which I found with steep, high banks. I marched the platoon by the right flank a short distance, found a "pony crossing," reformed on the right bank, galloped through the right of the village without contact with a warrior, and then proceeded to round up the pony herds.

As I passed out of the village, Captain Thompson's and Captain Myers' squadrons came over the high ridge on my right. Both had lost their bear-

ings during their night marching and failed to make contacts for the opening attack.

At the opening of the attack, the warriors rushed to the banks of the stream. Those in front of Custer's command were soon forced to retire in among the tepees, and most of them being closely followed retreated to ravines and behind trees and logs, and in depressions, where they maintained their positions till the last one was killed. A few escaped down the valley. This desperate fighting was carried on mostly by sharpshooters, waiting for a head to show. Seventeen Indians were killed in one depression.

Lieutenant Bell, when he heard the firing, rushed his teams to join the command and while loading the overcoats and haversacks was attacked by a superior force and the greater part of them had to be abandoned. His arrival with the reserve ammunition was a welcome reinforcement.

While the fighting was going on, Major Elliott seeing a group of dismounted Indians escaping down the valley called for volunteers to make pursuit. Nineteen men, including Regimental Sergeant Major Kennedy responded. As his detachment moved away, he turned to Lieutenant Hale waved his hand and said: "Here goes for a brevet or a coffin."

After passing through the village, I went in pursuit of pony herds and found them scattered in groups about a mile below the village. I deployed my platoon to make the roundup and took a position for observation. While the roundup was progressing, I observed a group of dismounted Indians escaping down the opposite side of the valley. Completing the roundup, and starting them toward the village, I turned the herd over to Lieutenant Law who had come with the second platoon of the troop and told him to take them to the village, saying that I would take my platoon and go in pursuit of the group I had seen escaping down the valley.

Crossing the stream and striking the trail, I followed it till it came to a wooded draw where there was a large pony herd. Here I found the group had mounted. Taking the trail which was well up on the hillside of the valley, and following it about a couple of miles, I discovered a lone tepee, and soon after two Indians circling their ponies. A high promontory and ridge projected into the valley and shut off the view of the valley below the lone tepee. I knew the circling of the warriors meant an alarm and rally, but I wanted to see what was in the valley beyond them. Just then Sergeant Conrad, who had been a captain of Ohio volunteers, and Sergeant Hughes, who had served in the 4th U. S. Cavalry in that country before the Civil War, came to me and warned me of the danger of going ahead. I ordered them to halt the platoon and wait till I could go to the ridge to see what was beyond. Arriving at and peering over the ridge, I was amazed to find that as far as I could see down the well wooded, tortuous valley there were tepees—tepees. Not only could I see tepees, but mounted warriors scurrying in our direction. I hurried back to the platoon and returned at the trot till attacked by the hostiles, when I halted, opened fire, drove the hostiles to cover, and then deployed the platoon as skirmishers.



Brigadier General E. S. Godfrey

The hillsides were cut by rather deep ravines and I planned to retreat from ridge to ridge. Under the cavalry tactics of 1841, the retreat of skirmishers was by the odd and even numbers, alternating in lines to the rear. I instructed the line in retreat to halt on the next ridge and cover the retreat of the advance line. This was successful for the first and second ridges, but at the third I found men had apparently forgotten their numbers and there was some confusion, so I divided the skirmishers into two groups, each under a sergeant, and thereafter had no trouble.³

Finally the hostiles left us and we soon came to the pony herd where the group we had started to pursue had mounted. I had not had a single casualty. During this retreat we heard heavy firing on the opposite side of the valley, but being well up on the side hills we could not see through the trees what was going on. There was a short lull when the firing again became heavy and continued till long after we reached the village, in fact, nearly all day.

In rounding up the pony herd, I found Captain Barnitz' horse, *General*, saddled but no bridle. On reaching the village I turned over the pony herd and at once reported to General Custer what I had done and seen. When I mentioned the "big village," he exclaimed, "What's that?" and put me through a lot of rapid fire questions. At the conclusion I told him about finding Captain Barnitz' horse and asked what had happened. He told me that Captain Barnitz had been severely and probably mortally wounded.

Leaving the *General* in a "brown study" I went to see my friend and former Captain, Barnitz. I found him under a pile of blankets and buffalo robes, suffering and very quiet. I hunted up Captain Lippincott, Assistant Surgeon, and found him with his hands over his eyes suffering intense pain from snowblindness. He was very pessimistic as to Barnitz' recovery and insisted that I tell him that there was no hope unless he could be kept perfectly quiet for several days as he feared the bullet had passed through the bowels. I went back to Captain Barnitz and approached the momentous opinion of the surgeon as bravely as I could and then blurted it out, when he exclaimed, "Oh hell! they think because my extremities are cold I am going to die, but if I could get warm I'm sure I'll be all right. These blankets and robes are so heavy I can hardly breathe." I informed the first sergeant and the men were soon busy gathering fuel and building fires.

In the midst of this, the *General* sent for me and again questioned me about the big village. At that time many warriors were assembling on the high hills north of the valley overlooking the village and the *General* kept looking in that direction. At the conclusion of his inquiry, I told him that I had heard that Major Elliott had not returned and suggested that possibly the heavy firing I had heard on the opposite side of the valley might have been an

³When on the Tactical Board to devise new Drill Regulations (1881-90) this experience was instrumental in adopting the retreat and advance by alternating groups or units instead of by odd and even numbers.

attack on Elliott's party. He pondered this a bit and said slowly, "I hardly think so, as Captain Myers has been fighting down there all morning and probably would have reported it."

Mopping Up

I left him and a while later he sent for me again, and, on reporting, told me that he had Romeo, the interpreter, make inquiries of the squaw prisoners and they confirmed my report of the lower village. He then ordered me to take Troop K and destroy all property and not allow any looting—but destroy everything.

I allowed the prisoners to get what they wanted. As I watched them, they only went to their own tepees. I began the destruction at the upper end of the village, tearing down tepees and piling several together on the tepee poles, set fire to them. (All tepees were made of tanned buffalo hides.) As the fires made headway, all articles of personal property—buffalo robes, blankets, food, rifles, pistols, bows and arrows, lead and caps, bullet molds, etc.—were thrown in the fires and destroyed. I doubt but that many small curios went into the pockets of men engaged in this work. One man brought to me that which I learned was a bridal gown, a "one piece dress," adorned all over with bead work and elks' teeth on antelope skins as soft as the finest broadcloth. I started to show it to the General and ask to keep it, but as I passed a big fire, I thought, "What's the use, 'orders is orders'" and threw it in the blaze. I have never ceased to regret that destruction. All of the powder found I spilled on the ground and "flushed."

I was present in August, 1868, at Fort Larned, Kansas, when the annuities were issued, promised by the Medicine Lodge Peace Treaties of 1867, and saw the issue of rifles, pistols, powder, caps, lead and bullet molds to these same Cheyennes.

While this destruction was going on, warriors began to assemble on the hill slopes on the left side of the valley facing the village, as if to make an attack. Two squadrons formed near the left bank of the stream and started on the "Charge" when the warriors scattered and fled. Later, a few groups were seen on the hill tops but they made no hostile demonstrations.

As the last of the tepees and property was on fire, the General ordered me to kill all the ponies except those authorized to be used by the prisoners and given to scouts. We tried to rope them and cut their throats, but the ponies were frantic at the approach of a white man and fought viciously. My men were getting very tired so I called for reinforcements and details from other organizations were sent to complete the destruction of about eight hundred ponies. As the last of the ponies were being shot nearly all the hostiles left. This was probably because they could see our prisoners and realized that any shooting they did might endanger them.

Searching parties were sent to look for dead and wounded of both our own and hostiles. A scout having reported that he had seen Major Elliott and

party in pursuit of some escapes down the right side of the valley, Captain Myers went down the valley about two miles but found no trace.⁴

The Return March

A while before sunset, as the command was forming to march down the valley, the General sent for me to ride with him to show him the place from which we could see the village below. There was no attempt to conceal our formation or the direction of our march. The command in column of fours, covered by skirmishers, the prisoners in the rear of the advance troops, standard and guidons "to the breeze," the chief trumpeter sounded the advance and we were "on our way," the band playing, "Ain't I Glad to Get Out of the Wilderness." The observing warriors followed our movement till twilight, but made no hostile demonstration. Then as if they had divined our purpose there was a commotion and they departed down the valley.

When we came in sight of the promontory and ridge from which I had discovered the lower villages, I pointed them out to the General. With the departure of the hostiles our march was slowed down till after dark, when the command was halted, the skirmishers were quietly withdrawn to rejoin their troops, the advance counter-marched, joined successively by the organizations in the rear, and we were on our way on our back trail. We marched briskly till long after midnight when we bivouacked till daylight with the exception

⁴Headquarters Military Division of the Missouri, Chicago, Illinois, April 28, 1870.
Mr. De B. Randolph Keim.

Dear Sir: I have carefully read the proof-sheets sent me of your forthcoming book, (Sheridan's Troopers on the Borders), and think well of it.*****

Very truly yours,

P. H. SHERIDAN,

Lieutenant General.

From "Sheridan's Troopers on the Borders." (Pages 149 and 150)

***"Although the fate of Elliott's party would appear as a gross abandonment by Custer, particularly for not even recovering the bodies, or making some effort to learn what had become of them, when found missing, after the fight, the circumstances of the event were of such a character, that while no attempt was made with that view, the conduct of Custer in ordering a withdrawal was justifiable according to the laws of war. He struck the upper flank of a long range of villages, numbering several thousand warriors. His own force was small, and without supplies. In going into the fight the troopers had divested themselves of overcoats and all unnecessary trappings, leaving them near the field. These fell into the hands of the savage allies. The men, consequently, were without the proper protection, while the weather was cold and wintry. The wagon-train containing the subsistence stores and tents of the entire column, which had been left miles away, had not yet come up. The guard consisted of but eighty men. Custer, after the fight commenced, seeing such an extraordinary display of force, felt a natural anxiety to look after his wagon, for their destruction would involve the loss of the entire command, and probably defeat the whole campaign. He therefore set out for the train, and was hastened by experiencing greater opposition than was anticipated.

"It will be seen that there were reasons, the second, particularly, which would warrant the abandonment of the field, and there being hardly a doubt of the fate of Elliott, when found missing, the safety of the command was certainly more to be considered than the loss of a small fraction of it. The pursuit of the fugitives, by Elliott, was entirely exceptional, as he had his own squadron of attack to look after, this fact has led to the opinion that his horse ran away with him, and seeing him pass, a number of troopers not actually engaged in the fight, joined him and were the companions of his sad end. Major Elliott was an efficient and much esteemed officer, and his loss was deeply deplored by his associates."

of one squadron which was detached to hurry on to our supply train, the safety of which caused great anxiety. I was detailed to command the prisoners and special guard.⁵

Aftermath

At daylight the next morning, we were on the march to meet our supply train and encountered it some time that forenoon. We were glad that it was safe, but disappointed that Major Elliott and party had not come in. After supper in the evening, the officers were called together and each one questioned as to the casualties of enemy warriors, locations, etc. Every effort was made to avoid duplications. The total was found to be one hundred and three. General Custer then informed us that he was going to write his report and that couriers would leave that night for Camp Supply and would take mail. I visited Captain Barnitz and wrote a letter and telegram to Mrs. Barnitz that he had been seriously wounded but was improving. California Joe and Jack Corbin started with dispatches and mail after dark.

On November 30th, California Joe, Jack Corbin and another scout, rejoined the command with mail and dispatches including General Sheridan's General Field Order No. 6, which embodies the purport of General Custer's official report. The command was formed as it reached camp on Wolf Creek and this order was read:

"Headquarters, Department of the Missouri, in the Field, Depot on the North Canadian, at the Junction of Beaver Creek, Indian Territory, November 29, 1868.

General Field Orders No. 6.

"The Major General commanding, announces to this command the defeat, by the Seventh regiment of Cavalry, of a large force of Cheyenne Indians, under the celebrated chief, Black Kettle, reenforced by the Arapahoes under Little Raven, and the Kiowas under Satanta, on the morning of the 27th instant, on the Washita River, near the Antelope Hills, Indian Territory, resulting in a loss to the savages of one hundred and three warriors killed, including Black Kettle; the capture of fifty-three squaws and children; eight hundred and seventy-five ponies; eleven hundred and twenty-three buffalo robes and skins; five hundred and thirty-five pounds of powder; one thousand and fifty pounds of lead; four thousand arrows; seven hundred pounds of tobacco; besides rifles, pistols, saddles, bows, lariats, and immense quantities of dried and other winter provisions; the complete destruction of their village, and almost total annihilation of this Indian band.

⁵One day on the march through a mesquite forest, Mahwissa, who was my "go-between" for the prisoners, came to me for permission for a squaw to fall out. This I granted and detailed a guard to remain with her. To this she objected and Mahwissa strenuously sustained the objection and assured me it would be all right to let the woman go alone. With great reluctance I consented. At our next halt I was pacing back and forth with anxious looks on the back trail. I was perturbed not only with the prospective loss of a prisoner, but official action in consequence. Mahwissa came to me as if to reassure me, but receiving scant attention, she turned away with a look of disappointment. Soon there was a shout from the prisoners and looking at the back trail to my great relief, I saw my prisoner galloping toward us. Her countenance was beaming and as she passed me I saw the black head of a pappoose in the folds of a blanket at her back swaying with the motions of the galloping pony. The prisoners gave her a demonstrative welcome.

"The loss to the Seventh Cavalry was two officers killed, Major Joel H. Elliott and Captain Louis McL. Hamilton, and nineteen enlisted men; three officers wounded, Brevet Lieutenant Colonel Albert Barnitz (badly), Brevet Lieutenant Colonel T. W. Custer, and Second Lieutenant T. J. March (slightly) and eleven enlisted men.

The energy and rapidity shown during one of the heaviest snow storms that has visited this section of the country, with the temperature below freezing point, and the gallantry and bravery displayed, resulting in such signal success, reflects the highest credit upon both the officers and enlisted men of the Seventh Cavalry; and the Major General commanding, while regretting the loss of such gallant officers as Major Elliott and Captain Hamilton, who fell while gallantly leading their men, desires to express his thanks to the officers and men engaged in the battle of the Washita and his special congratulations to their distinguished commander, Brevet Major General George A. Custer, for the efficient and gallant services rendered, which have characterized the opening of the campaign against hostile Indians south of the Arkansas.

"By command of

"Major General P. H. Sheridan.

"(Signed)

"J. Schuyler Crosby,

"Brevet Lieutenant Colonel.

"A. D. C. A. A. General."

General Sheridan was informed as to the probable time of our arrival at Camp Supply and received us in review. Before we came in sight of the cantonment, the command was formed for the review of triumph. The Osage trailers, painted and in picturesque tribal garb, were at the head of the column, followed by the white scouts in motley frontier dress; then my prisoners blanketed or in buffalo robes. At a distance in the rear came the band, followed by Lieutenant Cooke's sharpshooters, and the regiment in column of platoons, the wagon train in the rear. As we came in sight of the cantonment, the Osages began chanting their war songs and at intervals firing their guns and uttering war whoops with some exhibitions of horsemanship. California Joe and scouts emulated the Osages' exuberance in Western frontier style. The prisoners were awed and silent till the band began playing "Garry Owen" for the review of the regiment when they awakened to conversation.

This pageant and review rivaled and no doubt was the prototype of the modern Wild West Shows. It was the real thing. We camped on the Beaver and that evening buried Captain Hamilton near the camp with all the formalities and solemnity of the military funeral, the Seventh Cavalry and the Third Infantry present in formation. Hamilton had been an officer in the Third Infantry prior to promotion to the Seventh Cavalry and had been its regimental quartermaster. General Sheridan, General Custer, Colonel Crosby, Captain Beebe, and Lieutenant Cooke, Custer and Joseph Hale (3d Infantry) were the pall bearers.

We soon learned that the campaign was to be extended through the winter and began our preparations. I turned my prisoners over to the garrison. Later they were transferred to Fort Hays where they were held for

some months as hostages for the safety of white captives known to be in the villages of some of the tribes and to compel the tribes to go to their agencies.

We had the satisfaction that we had punished Black Kettle's band, whose warriors were the confessed perpetrators of the attacks and outrages on the Kansas frontier settlements of August 10th—the originators of the Indian War of 1868.



Ante-Bellum Horses and Sports of the American Cavalryman

By A. J. O. CULBERTSON

THE development of American cavalry following the Revolutionary War had an excellent background of horsemanship upon which to build the formidable mounted forces whose operations are chronicled in the most glorious pages of army history.

Plantation owners and country gentlemen of Colonial days were keen devotees of equestrian sports. Many of the Cavalier stock in Virginia and Maryland had imported thoroughbred horses from Europe early in the eighteenth century. The genealogy of their horse was, perhaps, more important to the forefathers of our country than any personal desire to leave enviable family trees of themselves for posterity. These were the men who balked at oppression, rose up and led the young groping colonies to independence.

The American cousin was following closely on the heels of his hard-riding English relative. Hugo Meynell developed his science of training hounds for the chase nearly fifty years before the War for Independence. American lovers of horses were soon in the field close behind their packs. The young colonies, while barely able to totter on their new found legs, were bidding fair to earn themselves a niche for their mounts many years before Paul Revere appropriately enough saddled up an available nag and galloped Concordward with the news that the British were coming.

It is fitting that Colonel George Washington, who was to become the first leader of the armed forces and father of the young nation, was one of the most persistent riders among the early American army officers.

From 1759 up to the Revolution, Colonel Washington devoted most of his leisure time to the chase. Nothing is known of his shooting or fishing ability, but he had a critically drafted pack and was always superbly mounted, requiring, as he said, his horses "to go along." The pleasant pursuit of the hunt fell into decline during the war, but after 1783 Washington's hunt establishment was renewed with the arrival of a pack of French hounds from the Marquis de Lafayette.

With the formation of the Constitution in 1787, Washington, now become a general, bid adieu to the chase and the colorful sport continued in the hands of the newly free spirited cavalier countrymen, recently back from officering a successful campaign for independence.

Those post-bellum days saw many a blue and scarlet coated hunter echoing through the woodland, massing before the mansion house, discussing over a "cheerful glass, the feats of the leading hound, most gallant horse and boldest rider."

**WOLF HUNT ON THE ICE.**

Engraved for the American Turf Register & Sporting Magazine

During the war, General H. Lee of the cavalry had reports of a remarkably well blooded horse in the Southeast and sent one of his officers to investigate. The horse proved to have been the gift of the Emperor of Morocco to a sea captain and by various means had reached the colonies. In Virginia the horse was called "*Lindsey's Arabian*," after the cavalry captain of that name. He was subsequently obtained by the army and sired a long line of fine horses known widely for their fine conformation. While there was an untold number of thoroughbred horses in the country long before, *Lindsey's Arabian* was probably the first unimpeachable strain that coursed through the youthful American army's horse blood.

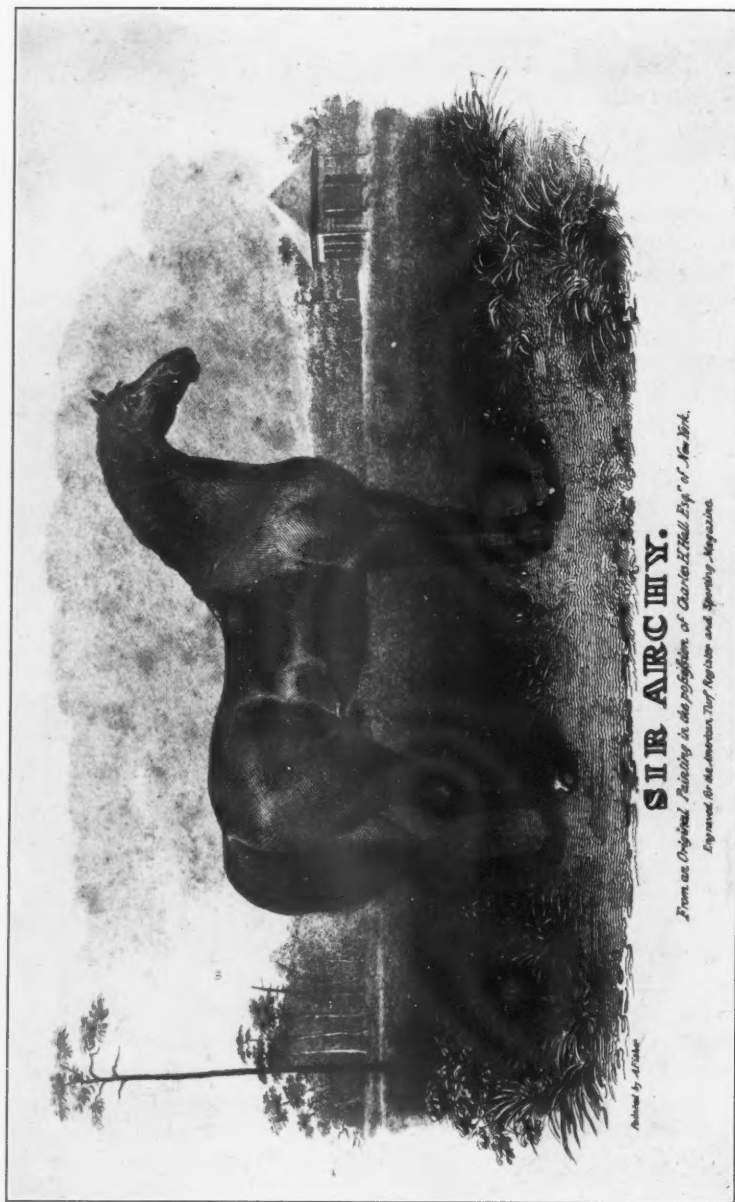
Practically all of the fine horses owned by the landed gentry in the states after the war were in the hands of men who had participated in the revolution. These men, with the coming of peace, turned their swords into ploughshares once more, and again fell into the leisurely sporting ways they had known prior to the strife. All manner of sports took place. Quoits, cricket and archery clubs were formed. Fishing, walking, hunting and cock-fighting, which had been in vogue since 1749, were once again resumed. Deer, stag, fox hunting and steeple chasing were picked up zealously, and to manifest a sincere desire to get on, by-laws were passed in several of the early American organizations to prevent their followings from ending up in "drinking bouts."

So numerous were the importations of horses from Europe and the breeding of horses already in the country, that The American Turf Register was started in 1829 for the useful purpose of detecting and exposing fraudulent practices of issuing spurious pedigrees. The register, which had been a serious need for many years, was immediately popular. Many mercenary persons owning stallions, were often wont to sell horses of whose performances they had themselves written bogus accounts.

So great had become sport activity in America, a little more than a quarter of a century after electing herself to self-government, that it was necessary to regulate her turf by rigidly checking up on the entire horse world within the colonies. Mr. Weatherby, the editor of the Stud Book and Racing Calendar in England, wrote to Colonel John Tayloe years before saying that the opinion generally entertained in Great Britain about horses exported to America, was that the colonies had horses equal to most of theirs.

The racing calendars during the first half of the nineteenth century contain many entries owned by officers in the army.

The sure footed, sturdy chargers and mounts of the war, used for parade and cavalry, were the progeny of blooded horses crossed with common stock. The mounts of Colonel Lee and Colonel Washington were famed for their speed and wind and gave these commanders a decided superiority over the enemy in the particular warfare that was waged. The pick of the cavalry were from the best racing blood of Maryland and Virginia. The value of the blooded southern horses, in their ability to stand up under tremendous weight, was attributed to an ancient and sturdy ancestry, when forces rode to war in full armor.

**SIR ARCHY.**

*From an Original Painting in the possession of Charles H. Hall Esq. of New York.
Engraved for the American Turf Register and Sporting Magazine.*

Sir Archy

While there had been hundreds of thoroughbred horses in the Southern states long before and during the Revolution, the writer in making a brief description of horses and horse-sports in the annals of the early American cavalry has chosen *Sir Archy*, since he is the first horse pictured and listed in old records as having been used as a sire by American officers. *Sir Archy* was foaled in the spring of 1805 on the James River in Virginia by Colonel Archibald Randolph and Colonel John Tayloe. Colonel Tayloe played a significant part in the breeding of fine horses after the Revolution. *Sir Archy* was of a rich bay color and of imposing appearance, standing sixteen hands high. He had great power and substance. Many of the finest horses of the day—*Wrangler*, *Tom Tough*, *Palafax*, *Minerva*, *Ratray*, *Gallatin* and General Carney's celebrated *Blank*—all had to take the dust at the heels of *Sir Archy*. The turf of the time could present no equal to him and he was one of the finest stallions bred in this country. He was sired by the famous *Diomed*, and *Sir Archy* did for the turf stock in America what the magnificent *Godolphin Arabian* and *King Herod* did for Great Britain.

Cavalry officers during the first generation of independence were performing all sorts of remarkable feats of sportsmanship. The hardihood, daring and outdoor life of the period developed a specimen of manhood unrivaled to this day. A captain of the army at the turn of the century is recorded as having shot at a fox while running from him, and with a single rifle ball broke the fox's four legs. The same officer is credited with having accomplished with small coins, shoes, bric-a-brac and what not, every feat that gained undying fame for the wonder-woman shot, Annie Oakley, a hundred years later. Cavalry officers and men in the line of duty or training early in the beginning of our armed forces performed many feats of skill that generations to follow have not surpassed. A young lieutenant, while hunting in the Missouri prairies in 1826, ran on to a huge buck elk and gave chase. He fired his single shot, and the elk ran on. The officer pulled alongside and tomahawked the animal in the back and rump, and only after slashing away for three miles succeeded in bringing the stout fellow down.

Colonel R. B. Masop, stationed in the West in 1831, told of an unusual sport he concocted out on the upper Mississippi during the winter. The river froze over and he had his horse shod with special sharp-pointed shoes and had great riding over the ice chasing wolves. His dogs were often balked by slippery crevices, but he had straightaways and runs for miles and brought down many a wolf who had been unwillingly improvised into a simulated foxhunt by this imaginative cavalryman.

The American Eclipse

General Nathan Coles, widely known for his hospitality, reared a celebrated racer, *American Eclipse*, at Dosoris, Queens County, Long Island. The American counterpart of the famous *English Eclipse* was foaled on May 25, 1814.



AMERICAN ECLIPSE

Sired by the famous *Duroc*, the *Eclipse* grew to be fifteen hands one inch high. He is listed in most of the important race meetings of the time and won many purses for his owner. Like *Sir Archy*, the *American Eclipse* left a distinguished progeny. The fee a hundred years ago for the best stallions ranged from twelve and a half dollars to seventy-five dollars. This seems ridiculous considering the fee of several thousands of dollars paid today for stallions retired from racing after Derby and other turf successes.

A famous cavalryman in the United States in 1803 received a letter from a friend visiting in England, who wrote that there was "little prospect of purchasing horses to advantage here. So many Americans from Boston to Charleston are here looking for fine stock that many owners and dealers are boosting their prices from eight hundred to two thousand guineas." That Americans were intent upon getting fine strains for their horses is clearly indicated by the efforts of many horse enthusiasts traveling abroad a few years after the Revolution.

A humorous anecdote remains from the period about the origin of a famous running horse, "*Walk-in-the-water*." The negro groom of the favorite *Sir Archy* had gotten himself into debt for twenty-five dollars to another darky. The creditor pressed the obligation and the insolvent groom, with resourceful desperation, offered to wipe out the loan by giving his friend's mare a foal by *Sir Archy*. A remarkable first-rate four-mile horse resulted from this conniving.

Argyle

One of the most beautiful and later to become celebrated horses raised in the country during this period was *Argyle*, bred by Colonel Edmund B. Duvall of Marietta, Prince Georges County, Maryland, in April of 1830. *Argyle* stood fifteen hands three inches. His loins were splendidly arched and well braced; few horses of the time could compare in depth of girth.

Argyle was sold to Major Pierce M. Butler of Columbia, South Carolina, in 1831, for five hundred dollars. Before five years he had refused an offer of fifteen thousand dollars. *Argyle* was a descendant of the world-famous *English Eclipse* and also of *Lindsey's Arabian*.

After coming into the hands of Major Butler, the number of victories of *Argyle* covered many pages of turf history. He was raced on nearly every track in the East. Tracks popularly identified with the racing world today were about this time swinging into full blast: New Orleans, Savannah, Havre de Grace, and scores of others in Virginia, Kentucky and in the North.

Great efforts were being made in the New World to put the turf on a footing with that of the Mother Country. Virginia at the end of the Revolutionary War had some of the stoutest and best stock of England. There had been races run for more than a half century with clean-bred horses of blood traceable to champions in the old country. Racing continued until shortly before our last war with England (1812); for a decade afterwards there was no racing



ARGYLE.

in the country. Breeding for the turf was practically suspended. A great confusion took place in the horse world and many valuable pedigrees were lost.

Due to the commendable work done by several army officers who had more than passing concern for horses, authentic records of horses with descent from thoroughbreds were preserved and dug up by Colonels Hoomes, Hoskins and Fitzhugh of Virginia, and Colonel McPherson of South Carolina.

Grey Eagle

Ninety years ago, *Grey Eagle* was the handsomest and most conspicuous performer on the American turf. His career was as brief as it was brilliant. It was this horse who decided the first race of national importance in the new country. Every state had its best champion, and *Grey Eagle* is reported as having "flown home" to victory.

He was bred by Major H. T. Duncan near Lexington, Kentucky, having been foaled April of 1835. He is the first Kentucky horse to ever run a four-mile heat west of the Alleghenies "in the forties." He ran the last mile of a four-mile race during his career in 1:48.

Grey Eagle saw but three campaigns during his short public life, but he earned four thousand six hundred dollars for his owner. Then his service was offered as a stallion in 1840 at one hundred dollars. His stock still remains in Kentucky and is of unusual promise.

An old tale still lives of an angered officer who, after a life spent almost entirely devoted to equestrian sport, while at the point of death requested a few legacies, including the use of an epitaph he had written:

"Here lies Captain Timothy Fox
who was unkenneled
at seven o'clock, November 5, 1768, and having
availed himself of many shifts through the chase
But at last not being able to get into any hole or crevice,
was run down
By Major Death's bloodhounds,
Gout, Rheumatism, Dropsy, Catarrh, Asthma and Consumption."

In August of 1842 several American cavalry officers, including General Patterson of Philadelphia, in company with visiting officers from England, set out to hunt buffalo in the far West. On the banks of the Missouri they had more or less success, as well, in the chase of elk, antelope, wolves, deer, and in wild fowl shooting. Many herds of buffaloes were encountered, and only after days of training their horses to approach the wild animals were they enabled to come close enough to shoot the hundreds they succeeded in bringing down.

On their return East they narrowly escaped losing their lives in a tremendous prairie fire caused by the Shawnee Indians, who had fired up to drive game to the narrow creeks. This blaze occupied an area of nearly a hundred square miles. Tales of the vastness of our undeveloped country at that time were carried back by the surcharged and impressed English military guests.

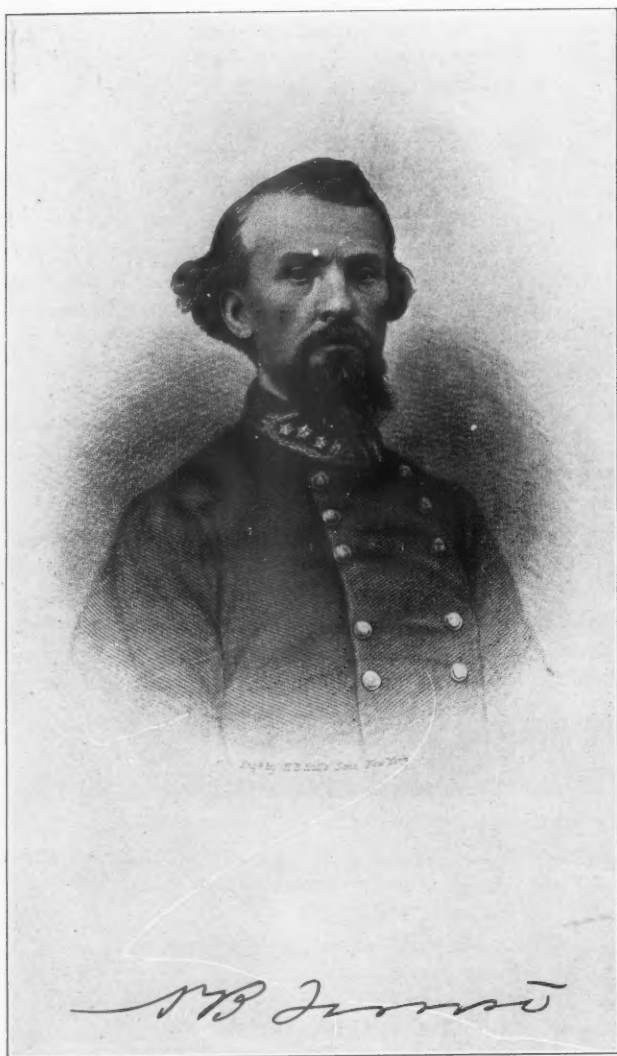


GREY EAGLE.

From 1845 up until the time of the Civil War all the races in the United States and Canada were recorded. The four horses chosen in this article, while not actively engaged in army pursuits, were yet raised by representative men closely affiliated with cavalry life who did much to increase the thoroughbred stock of the country. The first half of the nineteenth century gave America a running start in the place she now holds in the world of turfdom.

American army officers from the Colonial days prior to the Revolution through the Indian wars in the late sixties, with no other incentive than the sheer love of equestrian sportsmanship, are largely responsible for laying the foundation of what is now ranked among the finest horse nations in the world.





The Invincible Raider

By LIEUTENANT COLONEL WILLIAM WALLER EDWARDS, *4th Cavalry*

INTO the council of war, which had decided upon the surrender of Fort Donelson, stalked, uninvited, a stalwart well-proportioned man about forty years of age, six feet in height, straight as an Indian and with a bearing which bespoke confidence in his own strength. Under his shaggy eyebrows glistened a pair of remarkable steel grey eyes whose fire seemed to burn into the minds of his listeners as he announced "that the army was not penned up, surrounded or whipped," adding to this statement his downright refusal to surrender his part of the garrison,—the cavalry regiment which he had raised, armed and equipped from his own purse, at the beginning of the war.

The speaker was Colonel Nathan Bedford Forrest. The council refused to reconsider its decision to surrender, but finally gave Forrest permission to withdraw his command. Selecting several of his most reliable scouts, he forthwith found a line of retreat over a slough next to the river where the only traces of the enemy were some abandoned camp fires. Though the night was dark and the ford uncertain, the water at times reaching his horses' flanks, he promptly took a risk no greater than those he met hundreds of times later and, before the flag of truce was sent from Fort Donelson, he had led his men safely through the enemy lines and escaped.

If the rest of the command had profited by his advice and inspiring example it is probable that at least two-thirds of the ten thousand Confederates, who were surrendered unconditionally to General Grant on February 16, 1862, at Fort Donelson, could have been saved to the south to fight at Shiloh.

Forrest at Shiloh

Sherman's acquaintance with Forrest began at Shiloh for, after the second day's fighting, it was Forrest who, by one of the bold and desperate attacks for which he was afterwards so famous, completely checked the vigorous pursuit by which Sherman had expected to annihilate the Confederate army fleeing toward Corinth. In his report to Grant, Sherman says: "I ordered cavalry to examine both roads leading toward Corinth and found the enemy on both. * * * I ordered General Wood to advance the head of his column cautiously on the left hand road, while I conducted the head of the Third Brigade of my Division up the right hand road. The enemy's cavalry came down boldly at the charge, led by General Forrest in person, breaking through our line of skirmishers, when the regiment of infantry without cause, broke, threw away their muskets and fled. The ground was admirably adapted for a defense of infantry against cavalry, being miry and covered with fallen timber. * * * The check sustained by us at the fallen timber delayed our advance so that night came upon us before the wounded were provided for

and the dead buried and our troops, being fagged out by three days' hard fighting, exposure and privation, I ordered them back to their camps where they now are."

Forrest's simple tactics on this occasion were these: Finding what he considered a favorable opportunity for the aggressive action, in which he gloried, he made a stand until he had rallied around him a force of some eight hundred horsemen. Counting these as sufficient for his needs, he attacked Sherman's Brigade just after it had crossed a stream. A small part of his men, having formed dismounted behind a ridge, waited until the federal line had arrived at twenty paces and then threw them into disorder by a quick unexpected volley from their shotguns, while Forrest himself led the bulk of his force mounted to dash in among the disordered blue lines, completing their discomfiture with sabres and revolvers.

The spectacle of the giant leader himself must have been very vividly impressed upon Sherman's men that day, for Forrest's horse became unmanageable from excitement and charged wildly through the enemy's main line and into his reserves, where Forrest suddenly found himself a conspicuous target surrounded by a bristling hedge of bayonets. By sheer iron will he turned his horse, now covered with the blood of several wounds one of which afterwards proved mortal, and though carrying in his thigh a musket ball received at point blank range, he plied his sabre and pistol alternately with either hand (being ambidextrous) and cleared an avenue of safety through the *mêlée* back to his own lines. The battle of Shiloh took place on April 6 and 7, 1862, and the severe wound which he received there incapacitated Forrest for many weeks.

The Murfreesboro Raid

Summer had begun when he came back to Chattanooga to find that his old regiment—the regiment that he had organized and equipped—had been taken away from him and he was ordered to raise a new cavalry brigade. Undaunted by this disappointment, he set so energetically to work, that within a little over a month he had organized this brigade and was moving on a raid against a detached Union force at Murfreesboro, placed there to guard the Chattanooga railroad just completed.

"To reach this place," says Wyeth, "he marched one hundred miles, crossing the Tennessee River and three formidable mountains"—a long forced march with green troops! So guarded and rapid was his approach that at daylight on July 13, before his presence was suspected by the enemy, he was riding into their camps. Discovering the Federals in three separate positions, he quickly interposed a sufficient number of his troops between their central column and the two outlying bodies to hold these at bay. With the remainder of his force he assulted and carried the central position, capturing the Commanding General as well as the Union troops engaged at this point. He then turned his entire attention to their right wing which he also overwhelmed and caused to surrender.

The other detachment with a battery of artillery he captured by sheer bluff to which he always resorted in the interest of economy of force whenever it would work. After the war when a less famous raider, Morgan, asked Forrest how he had captured Murfreesboro, the latter made the famous remark which incorrectly quoted is better known perhaps than anything else he ever said: "Oh I just took the short cut and got there first with the most men."

The Raid into West Tennessee

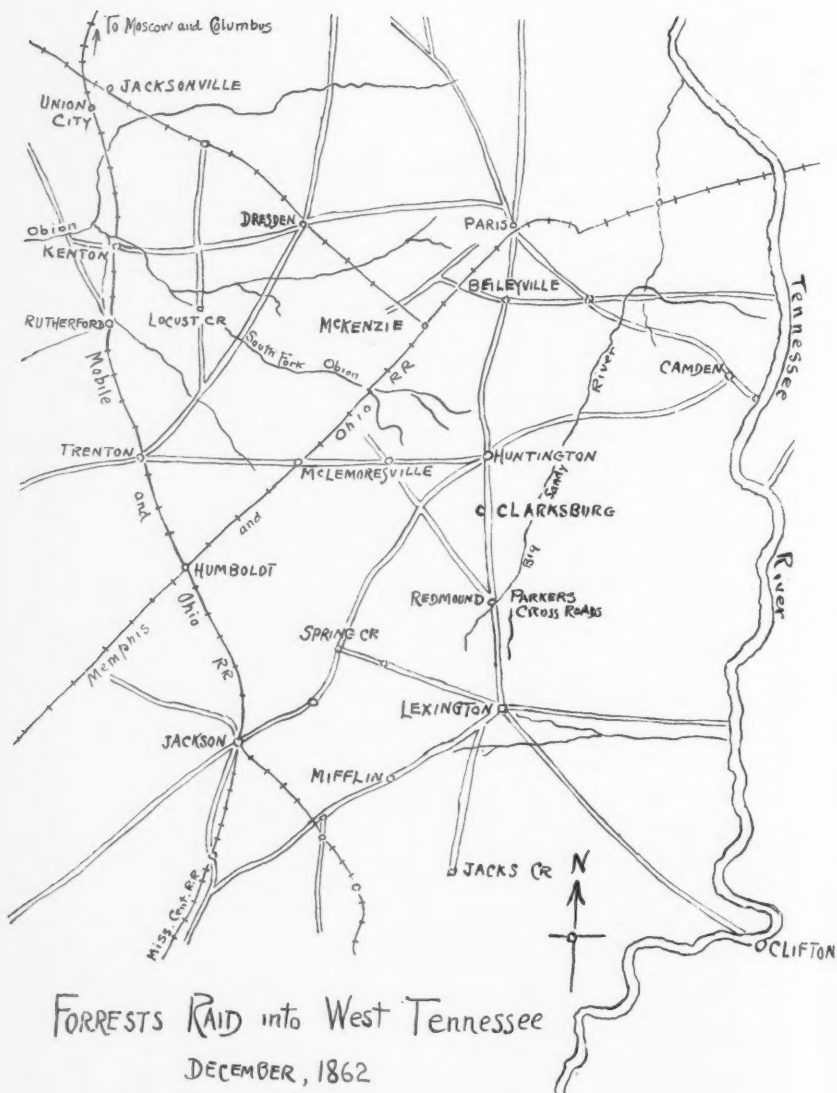
In December, 1862, Forrest found himself a Brigadier General without a brigade. He received orders from General Bragg, to whom he had been directed to report in person, to turn over the brigade he had organized and equipped at Chattanooga to some one else and to establish headquarters at Murfreesboro, there to organize another brigade. Before this—his third new command—was either organized or equipped, he was ordered to cross the Tennessee River and make a raid into West Tennessee. A man of less earnestness, resolution and devotion to a cause, would have been completely discouraged. As it was he never forgave General Bragg for taking away his command and imposing upon him this unreasonable hardship.

Rosecrans had then relieved Buell and was opposed to Bragg in the vicinity of Murfreesboro. Grant had launched his campaign against Vicksburg, the only point on the Mississippi River held by the Confederates. Grant's first plan was, in conjunction with Sherman's movement by transport down the Mississippi River from Memphis, to march overland against Vicksburg, depending for his supplies on his advance base at Holly Springs, Mississippi, and his line of communications, the Mobile and Ohio Railroad. It was against this railroad that Forrest launched his raid. (See Sketch No. 1.)

The Tennessee River, the first obstacle which he had to overcome, was in this portion of its tortuous course a navigable stream about three-quarters of a mile wide and was patrolled by Grant's gunboat sent there to nip in the bud just such incursions as that of Forrest.

The territory which the Confederate raider was about to enter was isolated, lying between two Union armies, and was filled with Union sympathizers and guarded by Union troops. On the other hand a successful outcome of Forrest's enterprise would mean many needed recruits and captured supplies. The country was intimately known to Forrest and many of his men, and if there were Union sympathizers in it, there were also Confederate sympathizers, for West Tennessee comprised, from a military standpoint, a sort of borderland between the North and the South.

The recently organized "Forrest Brigade" consisted of these organizations: Starnes' Fourth Tennessee, Dibrell's Eighth Tennessee, Biffle's Ninth Tennessee, Russell's Fourth Alabama regiments, Cox's Tennessee Battalion, Woodward's two Kentucky Companies, Captain "Bill" Forrest's Scouts and General Forrest's own escort, on which he greatly relied as a last reserve in an emergency. To this must he added a famous battery of seven pieces,



under Captain Morton, a total of twenty-one hundred men. Napiers' Battalion, which afterwards joined him at Union City, increased the number by four hundred. This command, comparatively small when we consider the mission which lay before it, concentrated at Columbia, Tennessee, the first week in December, 1862.

Winter had already set in and with it bad roads and uncertain weather. The men were very poorly armed, Forrest's own purse was empty and the Confederate government had not the means to properly equip them. About one-half of the command had the squirrel rifles and shotguns they had brought from home. Dibrell's regiment alone had four hundred flintlock muskets, many of them flintless and it is probable the ordnance pertaining to the other organizations was not better. In fact, as has already been intimated, one immediate and important reason for the expedition was to force the enemy to provide the stock of arms and equipment they were unable otherwise to obtain.

Near Clifton in a narrow slough on the east side of an island which sheltered it from the main current of the Tennessee were concealed two small flatboats, which Forrest had caused to be constructed and placed there by a party of pioneers sent forward with some selected troops. About the middle of December, he set forth with the rest of his command and after an expeditious march arrived at the river in the vicinity of the flatboats. A line of sentries was placed along the river bank for miles sufficiently close together to give quick relayed signals of an approaching Yankee gunboat. The troops were kept well back from the river and only brought up in small numbers as it came their turn to enter the flatboats. In case of danger the island acted as a screen, the flatboats being run into the slough as soon as a warning was given. Each boat held twenty-five men and horses. Taking advantage of the cover of darkness, the brigade crossed safely in two nights.

General Forrest, with such a large command could not keep his movement a secret very long, nor was it a part of his plan, after crossing the river, to attempt to do so. On the contrary, he soon put into effect his favorite stratagem of spreading the information abroad that he had arrived with a very greatly exaggerated force. He did this very craftily in various ways, such as causing kettledrums to be sounded along his march to indicate that he had with him a large force of infantry. Having captured a number of Union sympathizers he placed them under guard within the limits of his camp and had his troops march by several times, first as infantry, then as cavalry in a continuous column and, when he thought the prisoners were properly impressed, he saw to it that they found no difficulty in escaping to spread the news. Whether his primary object was to intimidate in advance the Union garrisons along his line of march or to detach as many men as possible from the Union front, especially Grant's army at Vicksburg, is not quite clear, but he accomplished both. Union dispatches reported Forrest's cavalry as several times larger than it was and also reported, as Forrest had hoped, the presence with it of a whole division of infantry.

General Forrest, having defeated a small force of Union cavalry stationed

at Lexington and captured its commander, Colonel Robert G. Ingersoll, moved at once to attack the Mobile & Ohio Railroad, Grant's line of supply, before the latter could hear of his arrival and concentrate troops for its defense, which he would undoubtedly do. Keeping a force always in reserve, Forrest managed to attack simultaneously several places which were easily captured, as they were garrisoned by small detached forces. The way was then clear for the capture of supplies and the destruction of the railroad, which he speedily accomplished. By these leap frog tactics each regiment conducted its own little separate foray, the brigade afterwards reassembling at a rendezvous previously agreed upon. To prevent Federal reinforcements during these operations, the reserve either attacked vigorously where reinforcements were expected to be or it was kept in a position of readiness to guard the rear.

By December 23, Forrest had crossed the Kentucky border and was continuing his advance north, various detachments being sent out destroying railroad bridges and tearing up track. On December 24, he made the following report by courier to General Bragg, "We have made a clean sweep of the Federals and the roads north of Jackson. Reliable reports show that they are rapidly sending up troops from Memphis." "The clean sweep," says Wyeth, "meant the destruction of the Mobile & Ohio Railroad from Jackson, Tennessee, as far north as Mason, Kentucky. With one exception, there was not a bridge left on this line, not a yard of trestle work was standing, not a culvert left undestroyed and the rails over much of this distance had been completely ruined by building fires along the track."

Crossing the Obion

When the news that Forrest had crossed the river and was menacing the Union line of communications reached Grant, he instantly sent a large force out to capture him. Forrest had successfully accomplished his raid and was retracing his route along the railroad from Union City to Dresden and McKenzie, when he had his first intimation of this force, in the report that a heavy column of infantry was moving in pursuit from Trenton towards Dresden. He at once detached Biffle's regiment to prevent surprise from that source, but continued his march to Dresden where, nothing daunted, he destroyed more government stores and railroads, encamping there on the night of December 26. On the 27th he moved on as far as McKenzie, where he received the intelligence from his scouts that two brigades of infantry were moving in that direction, the inference being that they intended to intercept him if he attempted to return to his original crossing of the Tennessee at Clifton.

The Obion flowed as a barrier athwart his front, the fords being guarded by Union troops and every bridge except one destroyed. That one, overlooked or neglected, was by an old abandoned country road half-way between McKenzie and McLemoresville and was considered so unsafe as to be impassable.

If Forrest had not been upon his native heath he might never have known of this bridge on which he decided to stake his fate.

He arrived there through a long miry "bottom," shortly after dark, December 27, 1862. By the light of fat pine torches the whole command, from private to general, forgetting their previous sleepless nights, labored incessantly with saw, axe and shovel, but it was not until the sun was well up in the heavens the next morning that they succeeded in repairing the treacherous road and rotten bridge.

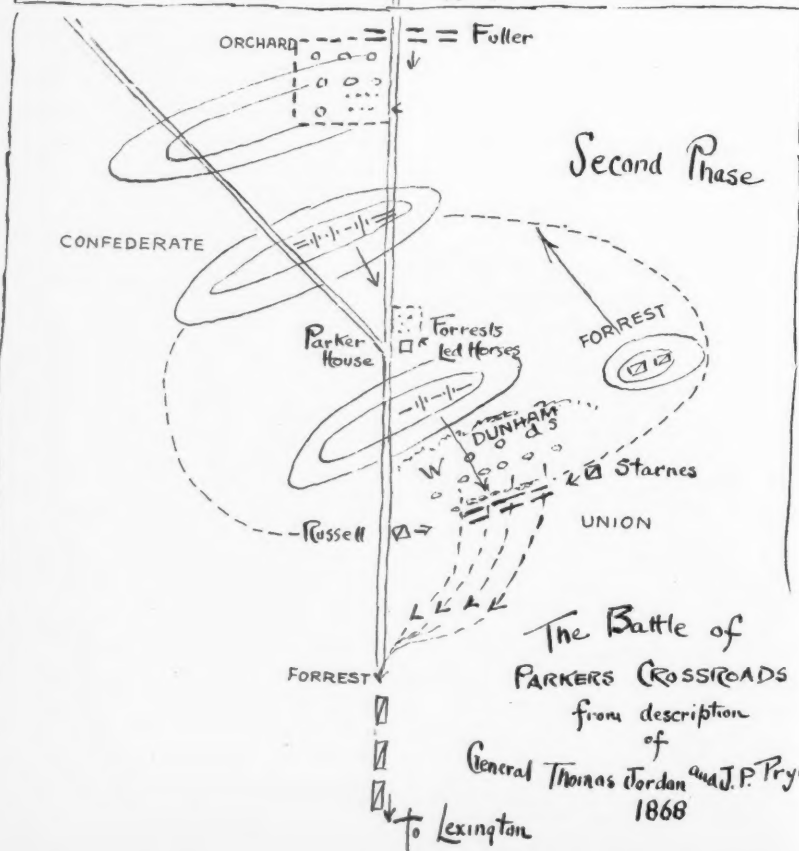
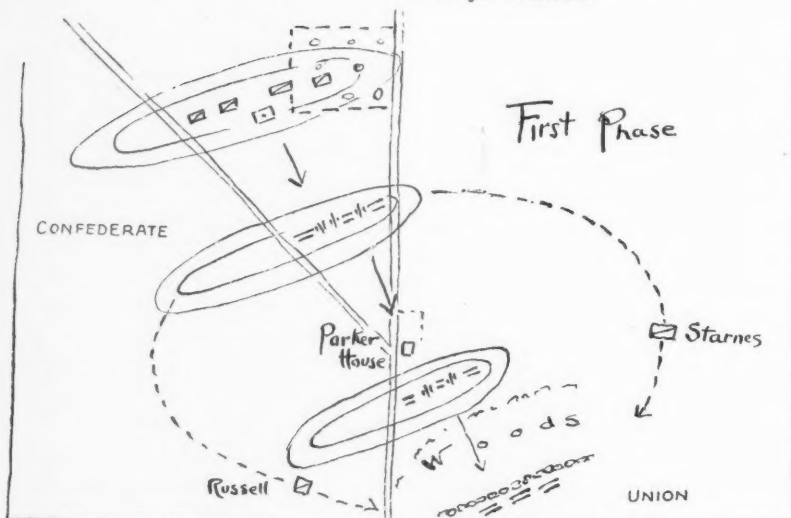
It is startling to consider that, during all of the long hours while Forrest was laboring to extricate his troops from the deadly trap in which they seemed to be caught, a whole Union brigade under General Dunham, lay just five miles south of him at the sleepy little village of McLemoresville and that a few miles west was another Union brigade under General Fuller, both there with the single object of capturing the wily Forrest. But blissfully ignorant of Forrest's proximity, an ignorance due to the darkness of night in the Obion bottoms and the lack of cavalry and apparently any sort of reconnaissance, these two brigades were planning to unite at Huntington, in his pursuit.

In building the bridge across the Obion, Forrest had worked as hard as any of his men; his physical endurance was unbounded and he inspired every soul under him on this occasion as he did on many another with his indomitable zeal, energy and determination, which rose higher as hazards increased. He himself actually drove the first wagon over the completed structure. He then took the road to McLemoresville, pausing awhile in the friendly shelter of the Obion bottoms until the unsuspecting Dunham passed through the town on his way to Huntington.

The problem now before him was to get back across the Tennessee. His choice lay between two alternatives; the first was to make a dash for a crossing. He had left his flatboats concealed in the slough at Clifton, now forty miles distant. All other means of crossing had in all probability been destroyed by the enemy.

The other alternative was to give battle to Dunham's and Fuller's brigades separately and to cut each to pieces before they had a chance to unite, crippling them beyond all chance of pursuit. He knew the country around him was rapidly filling up with Union troops and that every hour's delay increased the probability of his being caught in a trap. He must have realized also the exhausted condition of his men and horses from long forced marches, many skirmishes and insufficient rest and sleep. But this consideration was one which he apparently never allowed to hamper him throughout his entire military career. For his purposes, his men were not common clay, but were cast in iron mould, and in his hands iron men they became.

He unhesitatingly chose the second alternative. Biddle's regiment was still absent but even with this numerical handicap he was almost equal in strength to either of the two Union brigades and had beside a preponderance of artillery. The Union General Dunham was so impatient to catch Forrest that, instead of waiting at Huntington for a junction with Fuller's brigade as he was expected to do, he continued south towards Lexington to cut Forrest



off before he reached the river. Forrest set out from McLemoresville on the road toward Lexington determined to attack Dunham.

The disposition of the Union forces at this time was as follows. Dunham's brigade was marching south from Huntington towards Lexington. Fuller's brigade was marching towards Huntington from the west and still another brigade under General Sullivan was marching from Trenton, the last two with the intention of joining Dunham. Early on the 29th, General Sullivan wired General Grant from Huntington: "I have Forrest in a tight place; the gunboats are up the river as far as Clifton and have destroyed all the boats and ferries, my troops are moving on him in three directions and I hope with success."

The Battle of Parker's Crossroads

Forrest's plan was to allow Dunham's brigade to slip by him and then attack it upon open ground favorable to his own artillery, making Dunham face northward and thus driving in a wedge which would force him farther away from the other Union brigades converging on Huntington. A company of scouts commanded by "Captain Bill" Forrest, one of the General's brothers and known to their comrades because of their foraging talents as "the forty thieves" had obtained contact with Dunham the previous night and Forrest, as soon as he had received information from this source that Dunham had turned south, sent another detachment of four companies to take the road to Clarksburg, get in Dunham's rear, look for and retard the advance of Fuller's brigade and give notification of his approach. General Forrest, continuing his march from McLemoresville, soon came in contact with Dunham's brigade, as he had anticipated, in the vicinity of Parker's Crossroads. (See Sketch No. 2.)

His first move was to place his artillery. As he expected to use his riflemen later in the day on Fuller, he wanted to save them as much as he could. His idea of artillery tactics was to use it as his men did their shot-guns. He personally saw to the posting of the guns ahead of the dismounted line and with but scant support, about four hundred yards from the enemy. He himself supervised their action throughout the day. The Confederate line extended partly through an open undulating field and partly through a peach orchard on the Huntington road. Forrest, as was his custom, kept two regiments mounted for instant readiness, one on each flank.

An artillery duel ensued which Forrest watched with keen interest. His battery of eight guns supported by the dismounted cavalry—reversing ordinary tactics—opened up a scorching fire on the Union line, which fell back in confusion. The Confederate aim was so accurate and well timed that one of the Union guns was quickly dismounted, much to Forrest's satisfaction, as this gave him a greater preponderance of artillery. The Union line made ineffectual efforts to regain their lost position but again fell back, this time to a stone fence in a heavy grove of timber south of the crossroads.

At this auspicious moment, Biffle arrived and Forrest launched his final attack. Starnes and Russell, whose regiments had remained mounted, one on each flank, now made a double envelopment in gallant style, capturing the remaining Federal guns and the entire wagon and ammunition train. The Federal ranks crumpled and white flags were springing up in token of surrender all along the line when a thin scattering fire succeeded by the roar of artillery burst forth from the peach orchard, where the Confederates had taken their first position early in the morning. It was the appalling truth that the four companies, which Forrest had sent to look for Fuller, had taken the wrong road and lost their way and it was Fuller's guns which had opened upon the Confederate rear. Forrest, who was himself such an adept at surprise now suffered one as complete as any which he had ever planned.

He was first apprised of his dilemma by a staff officer who dashed up and reported in an excited tone, "General, a heavy line of infantry is right in our rear. We are between two lines of battle. What shall we do?" The instant answer was, "We'll charge them both ways." Forrest rode forward, grasped the situation at a glance and plunged into whirlwind action. Those of his dismounted men who could reach their horses he ordered to mount, gallop through Dunham's disordered ranks and take the road to Lexington. At the head of his escort and what men he could quickly gather near him he threw himself between Fuller's brigade and his own departing troops. Rallying his handful at a nearby hill he swooped down in repeated charges upon the oncoming Fuller, until his advance was effectually checked.

Starnes and Russell, in the meantime, continued their hammering at the flanks of Dunham's demoralized lines until they had destroyed every vestige of danger from that quarter. By this time Forrest's main forces had cut their way through and were well on their way to Lexington nor did they neglect to carry with them their captured wagon, artillery and prisoners. Starnes and Russell followed. Forrest with the escort and the stragglers he had picked up formed a rear guard. As soon as his column was fairly under way in its orderly though impetuous retreat, he detached a small force to make a feint attack on Colonel Fuller's left flank which, entirely unexpected, caused that harassed and bewildered commander to remain in line of battle until the next morning.

By daylight Forrest was twenty-two miles nearer the river where he paused long enough to parole his prisoners, this being his practise rather than to carry them with him for any considerable time and have them impede his progress. He now sent forward another brother, Major Jeffrey Forrest, with an advanced detachment to Clifton to raise and drain the flatboats he had sunk there for concealment, he and his troops following as soon afterwards as the condition of his jaded horses would permit. Enroute he encountered, charged and dispersed a Federal cavalry regiment under Lieutenant Colonel Breckenridge, which had come from the direction of Corinth and Purdy to prevent his reaching the river.

Recrossing the Tennessee

On reaching the river he gave rear guard instructions to one of his regiments, reinforced by a section of artillery, to fortify a defensive position with rails and logs and hold it to the last, and at noon commenced crossing on the two soggy flatboats. He sent over the artillery first; he then not only placed batteries on the farther bank of the river in such a way as to protect the crossing, but he sent one gun up and another down stream as a precautionary measure against inquisitive and belligerent gunboats. The flatboats were utilized for arms, equipment and supplies and for carrying as many men as they would hold in addition thereto. Other men braved the icy waves on fence rails and logs ingeniously constructed into rude rafts, on which, although not particularly seaworthy in a treacherous current, they made their way across as best they could without waiting for the crowded boats. The horses were taken to a steep bank where they were turned loose and pushed into the river, being piloted across by one of their number led by a rope from an improvised raft.

It must have been an enlivening spectacle and one engrossing to any cavalryman. As many as one thousand animals were in the water at one time, and the safe crossing of two thousand men and horses, six pieces of artillery and a train of captured stores was accomplished in about six hours. Forrest's campaigns are replete with river crossings and this one may be taken as a typical illustration of his amazing methods.

Though he afterwards made half a dozen different successful raids into Western Tennessee against heavy odds, none ever eclipsed this. He brought out more men and horses than he took in and they were now fully armed and equipped by an unwilling enemy, but the greatest gain was in morale, the ripening of the raw native courage of his men by hardship, battle and victory until it was invincible.

This raid had the effect of paralyzing Grant's line of communications for several weeks and, in conjunction with a raid made about the same time by Van Dorn on Grant's advance base of supplies at Holly Springs, Mississippi, caused the temporary abandonment of the campaign against Vicksburg. It demonstrated to General Grant the impossibility of maintaining so long a line of road over which to draw supplies in an enemy country. "I determined therefore," Grant says in his Memoirs, "to abandon my campaign into the interior with Columbus as a base * * * making the Mississippi River the line over which to draw supplies."

The records of the Confederacy show that the following August (1863) General Forrest forwarded directly to President Davis an original scheme for interrupting the navigation of the Mississippi,—a scheme which was lost in the current of other affairs and never put into execution. It was briefly, to recruit a force within the enemy's lines using as a nucleus about four hundred and fifty men of Forrest's own command and his own escort—men who knew the country from long residence and were familiar with the river. These

would be distributed from Vicksburg to Cairo to man long range artillery, "with plenty of ammunition and one pack mule to every ten men." "I am confident," he says, "with my knowledge of the river bottoms as well as the knowledge my men have of the country from Vicksburg up, we could so move and harass and destroy boats on the river that only boats heavily protected by gunboats would be able to make the passage." It seems very probable in the light of his later experience with Yankee gunboats on the Tennessee, that this promise could have been carried out and, while this experience does not belong here, chronologically, it may be recounted now as an illustration of his methods.

Cavalry vs. Gunboats

In 1864, when Sherman's base of supplies was moved to Johnsonville, Tennessee, on the Tennessee River, his line of communication at once invited Forrest's vigorous attention. He stationed several batteries of three-inch guns, well masked and supported by troops, at different points along the river where they could observe and command stretches of water from one to two miles in extent. These ambushes being prepared, they waited for unsuspecting gunboats or transports to pass by. When a richly laden prize was sighted she was usually allowed to pass one of the masked batteries and so became the target of two. Then shells burst unexpected upon her from each side while Confederate sharpshooters from another bushy covert made quick work of any blue coats indiscreet enough to show themselves upon the deck.

One transport, the *Mazeppa*, in this predicament made for the opposite shore where most of the crew with the exception of the captain escaped to the woods. The Confederates saw their quarry effectually checked but apparently hopelessly out of reach as there were no small boats at hand with which to cross over and obtain possession of her. At last a brave Confederate cavalryman, whose name unfortunately we do not know, strapped a six-shooter to his shoulder to keep the powder dry and, seating himself on a piece of drift wood with a plank for an oar, paddled across and received the surrender of the captain who generously leaned down and helped him over the gunwale. Mindful of the Confederate guns, which were still frowning upon them from the opposite bank, the captain with the few remaining members of his crew directed the boat and the two barges of supplies in tow to the other side where she was received amid wild Confederate yells. By such means as this Forrest contrived to capture a number of Union gunboats and transports, a feat which General Grant pronounced "remarkable for cavalry."

The Defeat of Smith's Cavalry

To return to the course of our narrative, in October, 1863, General Forrest was relieved from duty in the army of General Braxton Bragg and tardily given an independent cavalry command in Tennessee and Mississippi. Turning his attention from Grant, it now became Forrest's predominating ambition to cut Sherman's line of communications. Both General Grant and Sherman,

who up to this time had appreciated his genius more than the Confederate War Department, became alarmed and steps were immediately taken to appoint a commander and organize a Union force to oppose him.

Grant, by the capture of Vicksburg having completed the possession of the Mississippi and cut the Confederacy in two, now contemplated dividing the eastern half of the southern part of it by a movement of Sherman's army from Mississippi and West Tennessee into Alabama for the capture of Selma and Mobile. He directed Sherman to concentrate at Vicksburg during January, 1864, with twenty thousand effective men and move at a given time through Jackson directly to Meridian and to have in addition a large cavalry force proceed from Memphis, traversing the state of Mississippi in a southeasterly direction, and unite with him at Meridian. Then the combined army was to move onward, capture Selma and there cripple the south by destroying the arsenals and foundries from which she was drawing her supplies. Sherman was then to march on Mobile, which he would open to the Union navy—a far reaching and carefully laid plan.

General Sherman fulfilled the part of the plan for which he was personally responsible and at once marched on and captured Meridian. Then he sat down and waited long and impatiently for the cavalry, from which he heard no news. "A chief part of the enterprise," states Sherman in his Memoirs, "was to destroy the rebel cavalry commanded by General Forrest, who was a constant threat to our railroad communications in middle Tennessee."

Sherman had given command of his cavalry column to General William Sooy Smith. "I explained to him personally," he says, "the nature of Forrest as a man and of his peculiar force, told him that on his route he was sure to encounter Forrest *who always attacked* with a vehemence for which he must be prepared and after he had repelled the first attack he must in turn assume the most determined offensive, overwhelm him and utterly destroy his whole force. I knew that Forrest could not have more than four thousand cavalry." General Smith proved procrastinating from the start. He moved out ten days later than Sherman's orders had demanded, his excuse being heavy rains and swollen streams.

Forrest, however, pushed through with his main command and, although at this time not ready to fight, he as Sherman predicted actively engaged the Federals, hoping to draw them into a pocket formed by the confluence of the Tombigbee and several smaller streams. Forrest's men and horses were as usual jaded and hungry, a condition to which they had long since grown accustomed but were in lighter marching order than Smith's column which was encumbered by a large pack train.

General Smith says in his report, "My main body moved eastward * * * exaggerated reports of Forrest's strength reached me * * * flank attacks constantly threatened * * * I determined not to move my encumbered command into the trap set for me by the rebels." Forrest's same old tactics! Forgetting that his mission was an aggressive one, an oversight for which

General Sherman never forgave him, General Smith (again quoting his own words) "determined to move back and draw the enemy after him that he might select his own position and fight with advantages in his favor." This retreat continued until the command had reached Okolona where the campaign abruptly culminated in a battle, a brief affair, fought in an open prairie in which every man on each side, according to one account, was in plain view.

Forrest came up personally with a small reserve at a critical time, discovered a weak spot in the line held by Grierson's cavalry and, by one of his lightning charges, struck and overthrew his adversary. Speaking of this affair later he made the brief comment, "I saw Grierson make a bad move and then I rode right over him." Grierson's stampede at Okolona precipitated the defeat of Smith's command and resulted in his retreat through a most difficult country.

During the pursuit and while approaching a Federal rear guard position, General Forrest had his horse shot under him. A few moments later, the fight being a sharp one and so close the contact which Forrest kept, his second horse was killed. He then called for his most famous war horse, "*King Philip*." This horse, as well known to Forrest's command as the General himself, was a superb iron grey. It is said that in battle he would lay back his ears, snap his teeth and with a violent show of temper rush at the enemy, showing, as Forrest's men fondly believed, that he too had caught the spirit of his master.

Sherman, after waiting at Meridian until hope of Smith's arrival was abandoned, perforce relinquished his campaign against Selma and Mobile and ordered his troops back to Vicksburg. Very shortly after Forrest had checkmated Smith he made another bold raid between the Mississippi and Tennessee Rivers as far north as Paducah, Kentucky, where he drove the Federals on their gunboats.

It is to be noted that in all his raids Forrest had with him many raw undisciplined troops, such as followed him into West Tennessee in 1862. In the battle of Okolona a considerable proportion of his troops had never been under fire before; *not five hundred of them* had ever fought a battle under their present leader; about three thousand, the vast majority, had been brought out of West Tennessee, his favorite recruiting ground, only about six weeks before. Surely no greater test could be applied to leadership.

Forrest and Sherman

Sherman was now ordered to Nashville and thence to Chattanooga to take command of the army of Tennessee to continue operations southwards towards Atlanta. But Forrest, whose whereabouts and intentions were always problematical, continued to be a thorn in his flesh.

Forrest had at this time thoroughly established his reputation as an invincible raider and had given both Grant and Sherman many anxious moments. Sherman was in constant fear lest he would collect a heavy cavalry com-

mand, cross the Tennessee River as he had done before and break up the railroad below Nashville. It is a matter of profitable speculation what might have been the fate of Sherman if the Confederate government could have placed at this time at Forrest's disposal a cavalry force commensurate with his ability and adequate to fulfill his cherished plans of irreparably severing the Union line of communications. Sherman would have found himself without supplies with an unbeaten army in his front and the march to the sea might never have been accomplished.

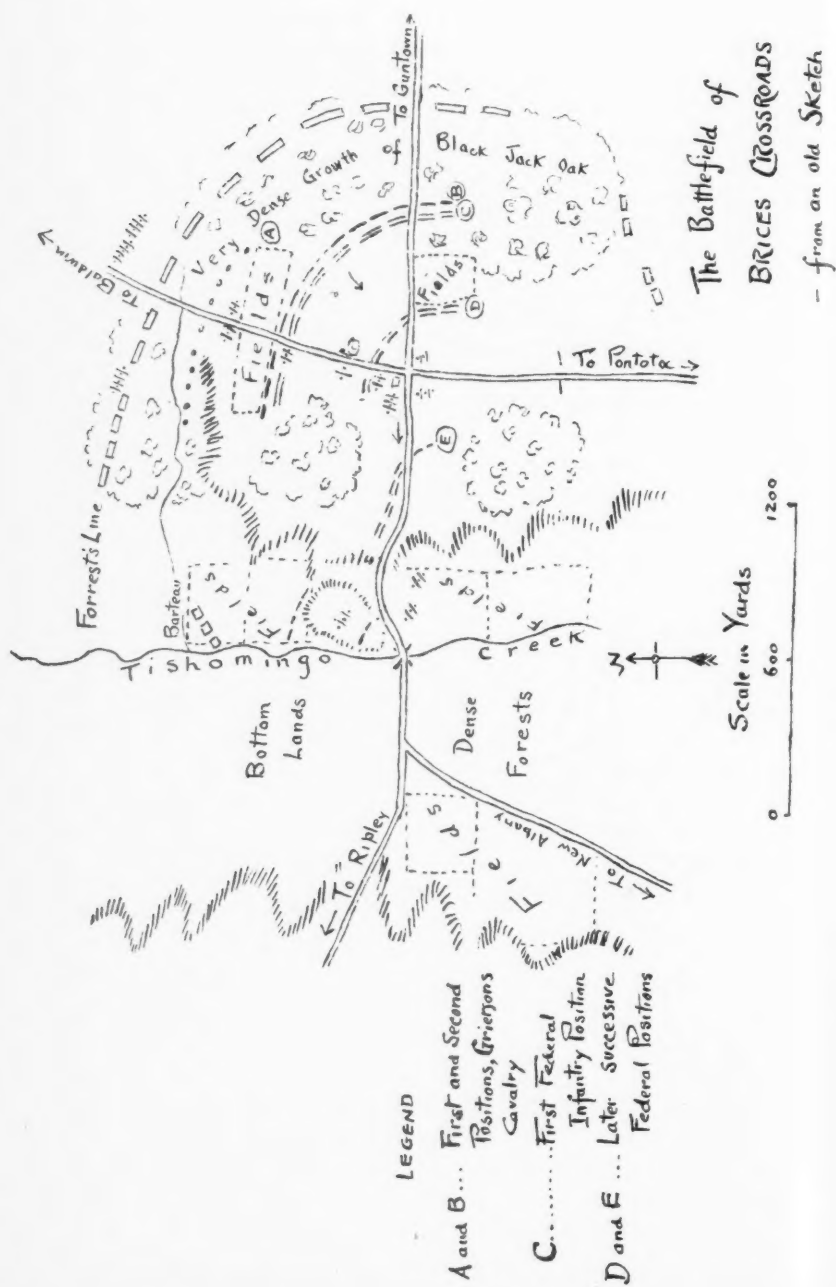
Forrest was ever on the move; he seemed to have an uncanny ability for nosing out weak strategic points of the enemy and to be ever on hand to swoop down upon them like a bolt from the blue before even his proximity was suspected. This was of course due to rapidity of his marches and the perfection of his reconnaissance. But if we analyze further we find that a complete and seemingly intuitive knowledge of the capabilities of his men and horses and strangely enough of the principles of war which he had never studied, his tremendous physical endurance, exhaustless energy and indomitable will are factors which cannot be denied. There can be no wonder, therefore, that the official records of the Civil War bear repeated evidence that Sherman gave much of his personal attention to the capture of Forrest and his command.

The intensity of Sherman's desire to do this and the importance which he attached to it may be clearly appreciated from the following message: On the 14th of June, 1864, General Sherman telegraphed to Secretary of War Stanton: "I will order a force made up to go out and follow Forrest to the death if it cost ten thousand lives and breaks the treasury. There will never be peace in Tennessee until Forrest is dead."

On June 24, 1864, General Sherman sent a message to President Lincoln as follows: "Sir:—I have ordered General A. J. Smith and General Mower from Memphis to pursue and kill Forrest, promising the latter in case of success my influence to promote him a Major General * * * should accident befall me, I ask you to favor Mower, if he succeeds in disposing of Forrest." It may be here stated that this campaign like the others against Forrest met with no success. But we have again looked ahead of our narrative and must go back.

Battle of Brice's Crossroads

On June 1, 1864, General Samuel D. Sturgis, who burned to redeem himself because of a previous and fruitless attempt to catch Forrest, left Memphis by Sherman's orders with eight thousand of the best troops that could be selected. Not only was the force composed of picked men, but they were armed with repeating rifles and breech loading carbines, the most modern arms which money and the inventive genius of an extended military experience could produce. It was a combined force of cavalry and infantry. The cavalry, a division of thirty-three hundred men, was commanded by Brigadier General



B. H. Grierson, whose recent introduction to Forrest at the battle of Okolona has been narrated, and who, notwithstanding that unfortunate experience, was considered one of the best Union cavalry commanders. The infantry, a division numbering forty-eight hundred, was composed of three brigades. Each brigade had from two to six pieces of artillery.

General Sturgis' orders were to strike the Mobile and Ohio Railroad at or near Corinth, Mississippi, capturing any force which might be there, thence to proceed south, destroying other railroads and supplies in this section known as the "granary of the South" and before returning to Memphis to *disperse and destroy Forrest's cavalry*.

Coincident with Sturgis' departure from Memphis was that of Forrest from Tupelo, Mississippi. The latter was starting on another raid into Tennessee directed against the Nashville and Chattanooga railroad in Sherman's rear. He even had Memphis itself in mind. Notwithstanding the Union concentration there, he had reported, "a few hours' work would enable me to fight all the so-called gunboats they have." The sanguine view of this redoubtable chieftain in regard to Memphis does not appear to have been shared by those higher up, for this part of his plan was disapproved. He had actually advanced toward Nashville, however, when he was intercepted by a dispatch ordering him to retrace his steps to meet Sturgis' invasion, so he promptly turned back.

As Forest depended upon the surrounding country for the forage of his horses and the subsistence of his men, we find at the end of his retrograde movement, his troops separated by about twenty miles in the following manner; Bell's brigade, numbering two thousand, seven hundred and eighty-seven was at Rienzi. Rucker's brigade, seven hundred men with Forrest's escort and two batteries of artillery under Captain Morton, was at Booneville. Johnson's and Lyon's brigades, five hundred and seven hundred respectively, were at Baldwin.

Sturgis' column had at this time reached Stubbs' farm. General Forrest had received orders to retreat before the vastly superior numbers of his adversary, in order to weaken Sturgis' connection with his base of supplies and also to permit the junction of other Confederate forces (those of General Stephen Lee of Okolona and others which were expected from Alabama and even as far away as Mobile) before giving battle. Notwithstanding these orders it was evident to his subordinate commanders when he convened a council of war that his mind was fully made up and that he had no intention of postponing an immediate engagement.

The road by which Forrest prepared to move and that which formed Sturgis' line of march, crossed nearly at right angles at Brice's Crossroads. (See Sketch No. 3.) Here were a little country store and a few houses. The Brice house stood in the midst of forty or fifty acres of cleared land which was surrounded by a wood thick with scrub growth and underbrush. Tishomingo Creek about half a mile west ran from north to south.

Forrest's instructions that night were brief; he ordered three days' rations and a concentration at Brice's Crossroads. A summer rainstorm having commenced the day previous came down in torrents during the night of June 9-10, and Forrest, who moved as soon as it was light the next morning, found the road muddy and difficult. As he rode with Colonel Rucker at the head of his brigade he announced for the first time that he proposed to *attack Sturgis* at Brice's Crossroads. He reckoned that, although the Federal troops greatly outnumbered him as he knew from the information of his ever vigilant scouts and the friendly country folk, the road along which they marched was strange, narrow and muddy and they must make slow progress.

The Federal cavalry would move ahead of the infantry and should reach the crossroads three hours in advance. He must whip their cavalry in that time for, as soon as the fight opened, Grierson would send back to have the infantry hurried up. Owing to the densely wooded nature of the country which would cloak his movements and hide from the enemy the paucity of his men he believed he could do it. "It is going to be as hot as hell," he continued in outlining his plan to Colonel Rucker as they rode along, "and coming on a run for five or six miles over such roads, their infantry will be so tired that (using again his old familiar expression) we will ride right over them." His orders were, "I want everything to go as fast as possible. I will go ahead with Lyon and open the fight." Never once, so far as I am able to judge, did he ever consider that his own troops might be tired from covering distances varying from ten to twenty-five miles (on top of other recent forced marches) in concentrating upon the crossroads.

The Federals were still in camp when Forrest moved out at 4:00 A. M. Grierson's cavalry moved forward from Stubbs' farm, where they passed the night, at 5:30 A. M. Their advance encountered Confederate outposts at Tishomingo Creek bridge and drove them in, coming to the edge of a field, through which the road runs, and encountering Lyon's Confederate brigade at the opposite side of the clearing.

Forrest opened the battle with a mounted charge of two Kentucky companies across the clearing and so developed the Union line. The boldness of the charge and the thickness of the dark heavy timber, black jack and scrub oak in full leaf, from which it burst, caused Grierson to dismount his foremost brigade and also the other brigade which soon came up to its support. With thirty-two hundred men and four pieces of artillery he was held at a distance of not more than four hundred yards by eight hundred Confederates, plus Forrest's escort (about one hundred and forty strong) and no artillery within eight miles.

Forrest's game at this time was to make a show of force to keep Grierson from attacking and in this he succeeded most admirably. So successful indeed were his tactics that when Lyon came up, although he had him take position behind a worm fence which was strengthened by brush and logs, instead of remaining on the defensives, the fence was thrown down by alternate panels so

that he could actually advance into the open field against the enemy. He kept up this feigned attack for about an hour thus allowing time for General Rucker's brigade, seven hundred strong, to come in from Booneville. Most of this brigade Forrest dismounted and threw into the line, but one regiment, the Eighth Mississippi, was ordered to remain mounted and was thrown over to the left toward the Guntown road to prevent this flank from being turned. Again Forrest ordered his line forward in a feigned attack and again after some sharp fighting it retired to receive further reinforcements.

About eleven o'clock in the morning, although more than half of his force—Bell's brigade and Morton's artillery—had not yet come up, he concluded that the Federal infantry must be getting uncomfortably close and decided upon a *real attack*. Strengthening his center, he passed the word down the line that this was not a feint, but desperate work at close quarters. According to the evidence of a member of the Seventh Tennessee Cavalry which fought with Forrest that day, the Federal fire was terrific. The Confederate line staggered for a moment and fell flat upon the earth for protection. Their first assault was repulsed. A second time Forrest hurled them at the enemy and after a hand-to-hand fight—in some instances the brush had to be pulled away for the troopers in grey to close with those in blue—the Union line, weakened by repeated frontal attacks, gave way and Forrest burst through their center, forcing back the two wings in a broken and demoralized condition to a second defensive position in rear.

As Forrest had anticipated, Grierson, as soon the Confederates appeared, dispatched a message to Sturgis, asking for reinforcements. This he soon followed by another of still greater urgency. Sturgis hurried forward as fast as he could move his column through the pitiless heat and over the boggy road; his tired men took the last three-quarters of a mile at the double quick, but they came upon the scene of battle only in time to see Grierson's disordered cavalry falling back in confusion, and as they reenforced his shattered lines many of the troopers mounted their horses and fled without orders, while the rest were only too anxious to fall in exhausted behind the bulwark afforded by these fresh troops. The infantry line now extended in double formation like a crescent, three-quarters of a mile long, from about two hundred yards east of the Ripley-Guntown Road to a point well north of the road to Baldwin.

The Confederates had again taken position on the edge of a thick wood which shrouded their movements. Forrest early in the day had sent back this laconic and characteristic message by one of his staff, "Tell Bell to move up fast and fetch all he's got." He particularly specified that when Colonel Barteau's Second Tennessee Regiment (two hundred and fifty men) of Bell's brigade should have arrived within five miles of the battle field, it was to slip around by an out-of-the-way route and wait for the opportune moment to attack the Federal's flank and rear.

He also sent word to his reliable young artilleryist, Captain Morton, a

lad barely out his teens, to bring up his batteries at a gallop. The arrival of these batteries and of Bell's brigade were coincident with that of Sturgis' infantry. Morton's batteries were first brought into action to the right of the Baldwin Road, "every shell," according to General Sturgis' own report, "bursting over and in the immediate vicinity of the Union guns."

Bell's fresh troops were put on the Confederate left, extending and strengthening the line westward to the road leading from Brice's Crossroads to Guntown. On the extreme left were two mounted companies of Kentucky cavalry ready to swoop around on the Federal flank and rear and complete the discomfiture already started there by Barteau.

Each side now forced the other, keyed for the supreme effort. About eight thousand men with twenty-two pieces of artillery confronted Forrest who had, deducting horse-holders, scarcely over thirty-three hundred troops with twelve pieces of artillery, or well less than half the strength of his adversary. Though some of his horses had given out on their forced march to the battlefield, all having been pushed to the limit of speed and endurance, his men were fresher than their infantry opponents and they were exhilarated by their morning victory—an asset greater than that of numbers.

Bell's fresh troops had been put on the Confederate left, as Forrest now considered the Union right the vulnerable part of their line. He had induced them by the morning's tactics to weaken it in order to strengthen their center. When the Confederate line, as it advanced though the heavy underbrush started to give way beneath the withering fire of the then modern breech loaders, it was prevented from doing so by Forrest himself who, with his two escort companies, tied his horses to bushes, and rushed dismounted into the thickest of the fray. He frequently dispensed thus with horse-holders, giving as a reason that "his men ought to be able to defend their horses from the enemy; if they couldn't then they wouldn't need them."

It was presently the turn of the Federal line to surge forward, but it was met by determined Confederates who stood their ground on foot armed with sixshooters against which infantry bayonets proved of no avail. At this juncture, a sudden movement of the Union cavalry was observed to the rear. Just as the firing was heaviest in front, Barteau with his two hundred and fifty Tennesseans had commenced hammering at Sturgis' rear. He deployed his two hundred and fifty men in a long line to deceive the enemy as to their numbers and had his bugler ride up and down sounding the charge.

Forrest himself, when he was assured of Barteau's attack, hastened to the position of Morton's artillery, which he ordered—double-shotted with canister—to take its place *in the line* for one more vigorous charge. It galloped unhesitatingly without support along a narrow country road as close as possible to the enemy, moved into position by hand and opened at point blank range, firing as it advanced. Forrest's line, shortened and consequently strengthened, converged upon the crossroads.

A rapid, incessant and desolating fire of small arms and artillery, accom-

panied by wild rebel yells, drove back the Federals at all points into a broad ravine west of Brice's house leading to Tishomingo Creek, where infantry, artillery and wagon train huddled in an inextricable mass upon which Morton's battery continued to play with telling effect. Barteau's regiment had taken the attention of a large part of the Federal cavalry. Captured Union artillery was turned upon its own side.

The infantry, the last contingent of Sturgis' army, was now at Forrest's mercy. They crowded back along the Ripley road toward Tishomingo Creek but, finding the bridge over it blocked with wagons, floundered across the muddy stream as best they could. Order had given away to confusion and confusion to panic which no power could check.

The Confederate leader, who throughout the sultry day had been ardently hoping for this movement, lost no time in mounting and reorganizing for the pursuit. His own escort mounted their horses and effected a crossing over the Tishomingo a quarter of a mile below the bridge, charging boldly among the panic stricken and fleeing mass.

Though the sun was just below the western horizon and it might appear that a full day's work had been done, Forrest had no idea of calling off the chase. This was begun by those who had been horse-holders during the first period of the battle. All through the night the victors pursued the vanquished, Forrest personally as ever in the forefront. "Come on men," he shouted, "in a rout like this ten men are equal to a thousand."

At 1:00 A. M. the next morning, June 11, Forrest's command being again reassembled and the darkness having somewhat diminished, one jaded brigade relieved another and the pursuit was resumed. At daylight the Union rear was struck at Stubbs' farm where the remainder of its wagon train was abandoned. The records contained in the captured headquarters wagon of General Sturgis furnished the first positive proof to the victorious Confederates of just how much they had been outnumbered. At Ripley, twenty-two miles from the battlefield, another Union attempt at reorganization was foiled by Forrest whose forces broke upon them like a clap of thunder and whose onslaught could not be checked until the retreat was resumed.

This battle and pursuit was remarkable among its other features in the distance covered by the Confederate horsemen. Forrest's men it will be remembered had come up the night before and the morning of the battle, June 9 and 10, over distances varying from ten to twenty-five miles. The enemy began his retreat about 4:00 P. M. on the 10th and by 5:00 P. M. on the 11th he had been driven with heavy loss and frequent collision with the Confederates fully fifty-eight miles. Seldom has an army been more completely dispersed than that of General Sturgis. It would probably have been followed even farther except that Forrest himself, several miles before reaching Salem and within sight of the home of his youth, fell from his horse from sheer exhaustion and for more than an hour lay unconscious by the roadside.

From a military standpoint, the battle of Brice's Crossroads was prob-

ably Forrest's greatest achievement and it proved to be the climax of his military career, for the star of the Confederacy, already declining, was soon to set.

An Estimate of Forrest

It is the opinion of many leaders upon both sides that, as an independent cavalry commander, Forrest had few equals. He was as great a military genius as Lord Clive, but without Lord Clive's advantages or opportunities.

He was born in poverty, the son of a blacksmith, meagerly educated in a little log school house on the southern frontier, which he could only attend at intervals on account of being the sole support of his family. Yet at the height of his military fame his reports and letters, which may be read in the Official Records of the Civil War, as dictated to his faithful adjutant, Major Strange, and others of his staff, are models of forceful English. In his speech he frequently relapsed into the localisms which were peculiar to people of his class in his own part of the country.

Of theoretical military knowledge he had none, but this was made up for by an "extraordinary military instinct and a sound common sense." His busy military career seldom left him time for drill ground tactics. He is reported to have said, "Whenever I met one of those fellers that fit by note, I generally whipped hell out of him before he got his tune pitched."

He was a born scout. On the eve of the battle of Shiloh his tall form emerged from the darkness and approached the campfire of his commanding officer to whom he reported in this wise, "I have been way down along the river bank close to the enemy. I could see the lights of the steamboats and hear distinctly the orders given in the disembarkation of the troops. They are receiving reinforcements by the thousands and if this army does not move and attack them between this and daylight and before other reinforcements arrive, it will be licked like hell before ten o'clock tomorrow." After the battle of Chickamauga and while engaged in the pursuit of the enemy, he captured a tree on Missionary Ridge from four Federal scouts and climbing to the top, dictated a terse dispatch from his novel headquarters which probably changed Bragg's whole plan of campaign. The night before the battle of Harrisburg, for which he was in nowise responsible, he obtained what information he desired of the enemy by riding unarmed through their camps. Being such a scout himself he had no difficulty in drawing scouts to his banner and he never lacked any accurate information he wanted at the time he needed it.

As a record of physical courage, he had twenty-nine personal encounters during the war and as many horses shot under him. A Damascus blade captured during his raid in West Tennessee in 1862 was his favorite weapon and with this and two Navy revolvers worn at his belt "his strength was as the strength of ten."

His staff he required to wield the sword as well as the pen and he often personally led them in battle. His men believed him capable of anything and

were ready to follow him anywhere. With restricted numbers he accomplished the apparently impossible. Like Lord Nelson, when it was a choice between fighting and not fighting, he always fought. He met and overcame cavalry, infantry, artillery and gunboats. As General Wolseley said of him, "By sheer force of character alone he became the great fighting leader of fighting men. Panic found no resting place in that calm brain of his and no danger, no risk appalled that dauntless spirit."

"In war," Napoleon said, "men are nothing, a man is everything." It would be difficult to find a stronger corroboration of this maxim than the history of General Forrest's operations.

Authorities consulted:

Battles and Leaders of the Civil War.

Official Records, War of the Rebellion.

Life of General Nathan Bedford Forrest, by John Allen Wyeth, M.D.

General Forrest by Captain J. Harvey Mathes. (Great Commanders Series.)

The Campaigns of Lieut. Gen. N. B. Forrest and of Forrest's Cavalry by General Thomas Jordon and J. P. Pryor.

Personal Memoirs of General U. S. Grant.

Memoirs of General W. T. Sherman.



The Argentine Creole Horse Buenos Aires-New York

By A. F. TSCHIFFELY

THE Creole (Native Argentine) horses are the direct descendants of a few animals brought to the River Plate in 1535 by the first founder of Buenos Aires, Don Pedro de Mendoza. For three hundred years the breed ran wild and consequently obeyed the natural law of the survival of the fittest. For the last twenty-five years or so the Argentine horse-breeders have been devoting themselves to the systematic development of the strain, and it has long been held by many who are entitled to know, that this type of horse is second to none in those qualities necessary for war-service or other forms of continuous hard work. It was to give proof of this to the world in general that Mr. A. F. Tschiffely undertook to travel by road with horses of this breed from Buenos Aires to New York, a distance of, roughly, eleven thousand miles. To any who know the nature of the route by which he had to travel, the extremes of heat and cold to be encountered, the lofty mountains without sign of road, waterless tracts of desert, rivers without bridges and often swarming with alligators, and, above all, the pestilential and insect-ridden jungle districts of Central America, the task may well have appeared impossible.

The idea, however, was eagerly taken up by the breeders of the Creole horse. The Argentine Rural Society and other corporations gave every assistance in their power, and one of the best known breeders, Señor Emilio Solanet, supplied two horses for the journey. It is a fact worthy of mention that these animals, fifteen and sixteen years old, respectively, at the time of starting, had a short time previously come up by road from Chubut in Patagonia, a distance of about nine hundred miles as the crow flies, probably in actual travelling over a thousand miles.

The Route to Lima

It would be beyond the scope of this article to give a detailed account of the whole trip, even if full particulars were available, and as many may have read the interesting article which appeared in the *British Cavalry Journal* of October, 1927, which covered the ground as far as Panama, a brief resumé of that part of the journey will suffice.

On April 22nd, 1925, Mr. Tschiffely left Buenos Aires and after thirty-nine days travelling reached Perico del Carmen on the Bolivian border. Here he was compelled to rest for five weeks to recover from an attack of blood-poisoning contracted while exploring some old Indian graves. From here he struck into the Andes where occasionally he had to ascend to altitudes of as much as eighteen thousand feet, often sleeping in the open amid blizzards

of ice and snow, with the thermometer well below zero. At the lower levels vampire bats were a constant plague to the horses; from Potosi onwards the regular tracks were impassable and he was lucky to get directions from the Indians. And yet, despite of all these hardships, the horses arrived at La Paz in excellent condition, one of them giving practical demonstration of the fact by kicking his box to pieces as soon as he had been placed in it. On



Mancha and Gato at the Frontier of Bolivia

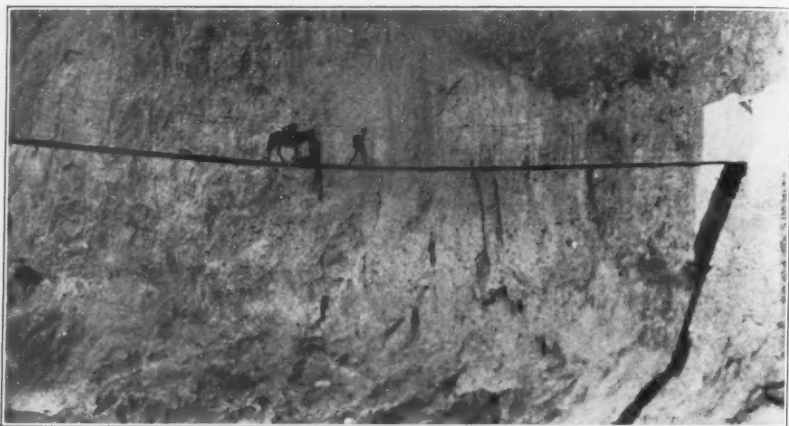
November 29th he arrived at Ayacucho having covered thirty-five hundred miles in two hundred and thirty days.

The mountain region between Ayacucho and Lima proved worse than the Southern Andes. Altitudes of twelve to fourteen thousand feet, where the cold was intense, alternated with deep valleys where stifling heat, mosquitos and vampire bats made life a misery for man and beast. One of the horses actually slipped over the edge of a precipice, but its fall was providentially arrested, a short distance from the edge, by one of the very few trees in the neighbourhood. With some difficulty it was rescued unhurt. Mr. Tschiffely was deserted by his guide while a heavy blizzard was raging, and for four days he wandered with no idea of his whereabouts and practically no food for himself or his horses. He suffered various attacks of "puna" an affection of heart, lungs, and brain caused by the rarefaction of the atmosphere; one

attack almost proved fatal. However, Lima was eventually reached on January 5th, 1926, and rider and horses enjoyed a well-earned rest.

Arrival in Panama

The next stage of the journey lay across the vast sandy desert which borders the Pacific Coast up to the frontier of Ecuador. Throughout its whole length the trail was marked by the skeletons of animals that had perished from lack of water, the watering places often being from eighty to a hundred miles apart. The rivers, of which twenty-one had to be crossed, were a great source of danger; some were fordable, but the majority had to be crossed by



Gato Crossing an Indian Bridge in the Peruvian Andes

swimming and on one occasion Mr. Tschiffely and the horses were within an ace of being swept to destruction. In due time, however, the party arrived safe and sound at Quito, the capital of Ecuador. From Quito they made their way, following mostly the valley of the river Cauca, to Medellin, Colombia.

Here Mr. Tschiffely met with what was, from his own point of view, the greatest misfortune yet encountered. He was informed that it was absolutely impossible to continue the journey to Panama by land owing to the great swamps in the valley of the Atrato and along the coast. In defiance of the advice of the local authorities he made several attempts, but was forced to bow to the inevitable. Accordingly, acting on telegraphic instructions from Buenos Aires, he and his horses were sent by boat to Colon (Panama), which was reached on November 24th, 1926. More than six thousand miles had been covered in nineteen months and it was galling in the extreme to the determined traveller that he should have been obliged to take to the water for even that short distance.

At Colon Mr. Tschiffely was the guest of the United States Army. His stay, which was to have lasted fifteen days at the most, was unfortunately extended to nearly three months. The reason for this delay was that both horses were attacked by a skin disease, which is very troublesome, often fatal. The skill of the Army Veterinary Department, however, prevailed in the long run and on February 19th, 1927, he was able to resume his journey.

Misfortunes never come singly. On the very next day one of the horses cut himself on a wire, sufficiently badly to compel Mr. Tschiffely to make for Camp Gaillard where he was forced to remain for a few days until the wound was sufficiently healed to allow the horse to proceed.

On to Costa Rica

The journey through Panama and Costa Rica was difficult to the last degree. The heat was terrific, but the greatest worry of all was caused by the garrapata (tick), both rider and horses being constantly covered with the pests, while any space unoccupied by these was filled up with mosquitoes or garrapatillas (a smaller tick). Constant bathing and fomentation was necessary to protect the horses from tick-fever, an attack of which is almost invariably fatal. Forage and food were scarce; the only signs of human life were a few miserable, scattered settlements.

As far as Santiago the roads were good, but from there to David they were terrible. Broken by streams, slippery from subterranean springs, and in many places almost blocked by giant roots and intertwined boughs of the rank vegetation, they could not be called roads in any sense of the word. At times troops of monkeys welcomed the visitor by showering sticks and every variety of missile on his head. On one occasion, while Mr. Tschiffely's attention was momentarily occupied by these animals, his horse tripped over a root and he and his mount went head over heels down a steep bank, landing in a dry river-bed, horse on top. Fortunately the ground was soft and nothing was broken, but Mr. Tschiffely was very badly bruised and suffered great pain for several days. Eventually, on March the 17th, he reached David where he and his horses enjoyed a well deserved rest for a week.

From David to San José de Costa Rica it was necessary to employ two guides. Mr. Tschiffely describes this stage of his journey as about the worst of all. For the greater part of the time they travelled in semi-darkness, due to the thickness of the jungle, the paths (sic) being so blocked by intertwining branches and enormous roots, that at times an advance of a hundred yards or so in an hour was considered good going. The mountains Platanillo and Sabanillo were crossed in heavy rain accompanied by an icy cold wind. For several days the horses subsisted on a diet of leaves, while the rider was little better off. The last stage of this section of the trip involved the ascent of the highest point of the Cerro de la Muerte (nine thousand, eight hundred feet). The ascent was bad enough, but the descent on the other side was far worse and innumerable falls were experienced. At last, on April 15, Mr.

Tschiffely reached San José, worn out, his clothing in rags, but his wonderful animals in quite good condition. Here a three weeks' rest was taken.

Nicaragua Avoided

And now a fresh disappointment awaited the traveller. Nicaragua was in the throes of revolution, and the only possible trail lay right through the center of disturbance. The authorities, both in Costa Rica and Buenos Aires, judged rightly that Mr. Tschiffely would not have the slightest chance of getting his horses through the area of revolution, and would in all probability lose his life as well if he attempted the passage. Accordingly he and his mounts made the trip to La Unión (Salvador) by steamer, thereby avoiding Nicaraguan territory. He rested a few days at San Salvador and continued his journey without (recorded) incident to Guatemala.

Mexico

After a short rest in Guatemala City the journey was resumed towards the Mexican frontier where another misfortune cropped up. One of the horses, *El Gato*, fell lame in the off hind leg, due to a badly placed nail in the shoe. A veterinary examination in Tuxtla Chico—the first Mexican town reached—revealed the fact that the injury was serious enough to demand an operation, inflammation having set in, and the horse was accordingly transported to Tapachula and left there for the treatment; arrangements being made that he should be sent on to Mexico City for final cure. This was a great blow to the traveller, but he purchased a baggage animal and continued the journey on his remaining horse.

The first part of the trip through Mexican territory was arduous in the extreme. "In the old days there was a road," he says in one of his letters to *La Nación* (the leading newspaper in Buenos Aires), but the journey from Tapachula, on the Guatemala-Mexico border, to Tonala (one hundred and eighty miles) was a veritable disaster. Round about twenty rivers had to be crossed by swimming, and the track was a long mud hole.

At Jalisco a military escort was provided, since Mr. Tschiffely refused to listen to those who advised him to abandon his journey, and for the greater part of the trip through Mexico he was protected in this manner, a necessary precaution against the brigands who infested the country. San Jerónimo was reached at the end of September.

Available records of the journey from San Jerónimo are brief, but they show clearly enough that difficulties were by no means over. For the first part of the journey the marching was done by night to avoid the terrible heat of the day. As the party approached Oaxaca the roads and weather became worse and worse, the ones who felt it most being the soldiers of the escort: indeed when Mr. Tschiffely reached Oaxaca there was no more escort; they had one by one dropped out through weariness or sore feet. In every township through which he passed tremendous "fiestas" were held in honour of the "Phenomenon of the Pampas." A fresh escort was provided at Oaxaca, which

was twice changed in the course of the thirty-five mile journey to Salomé, the soldiers' horses being in such poor condition. Between Salomé and Puebla bad roads, constant rain and a sharp attack of malaria were all experienced and overcome, and Mexico City reached on November 2nd, 1927.

Ovation in Mexico

A description of the reception afforded to Mr. Tschiffely and his horses in Mexico City would not only be outside the scope of this article, but would require an entire volume to itself. What especially delighted him was the appearance of his second horse, *El Gato*, being led out from the city to meet him,



Mr. Tschiffely and Gato after the reception at Mexico City. Mr. Tschiffely is wearing the traditional Argentine Gaucho dress.

with a garland of flowers round his neck, perfectly sound once more, and ready to continue the journey. The horses were public idols, and the rider no less so, and all, from the President of the Republic down to the humblest newsboy, united in giving proofs of their admiration.

Mr. Tschiffely's account of his journey from Mexico City to the United States border does not afford much detail concerning the actual travelling.

Progress was necessarily slow, due to bad roads, in many cases to scarcity of fodder and to salty water, but above all to the fact that the inhabitants of every town or village through which he passed insisted on celebrating his arrival, and would not be denied. Frequently he received warning that brigands were in the neighbourhood, but saw none. The journey from Mexico City to Laredo (Texas)—about seven hundred and fifty miles—occupied him from the 27th of November, 1927, to the 26th of January, 1928. His entry into United States territory marked, to all intents and purposes, the end of his hardships. He and his horses were given a magnificent reception, the condition of the animals after three years of hard work being, as usual, a source of amazement to those who saw them.

The Last Lap

From Laredo, after being a guest of Colonel Foy of the 3d Field Artillery for some two weeks, he proceeded to San Antonio, where he was again entertained by the Army, spending some three weeks at Fort Sam Houston, this time as guest of the 12th Field Artillery. Mr. Tschiffely expresses himself in the warmest terms of appreciation for the courtesies extended to him by the United States Army officials wherever he came in contact with them.

By request of the mayor of San Antonio, the Argentinian rider accepted the task of taking a letter to the commander of the American Legion in Indianapolis, involving a considerable detour. The route he followed was San Antonio, Austin, Muskogee (Oklahoma), Terre Haute, St. Louis, Indianapolis, Columbus, Wheeling, Cumberland, and from there via Frederick to Washington, D. C. Owing to the dense traffic, he decided it would be safer to travel with one horse alone, and as he had no further use for a pack horse, he left *Gato* in St. Louis. The other, *Mancha*, arrived in Washington in amazing condition, without a blemish, full of life and, to all appearances, in condition to repeat this almost incredible test of horse resistance of endurance.

According to Mr. Tschiffely, he will ride from here to New York and later take ship back to Buenos Aires, taking his equine companions with him, in order to give them a well-earned rest for the remainder of their years which, it is hoped, may be many.

In this article the writer has endeavoured to show, by a statement of plain facts, that the opinions concerning the Creole horse, which were defined at the commencement, were well founded. *Mancha* and *Gato*, the two heroes of the Odyssey, have shown powers of resistance to heat, cold, hunger, thirst and every variety of hardship, imaginable and unimaginable, that have astonished even the most sanguine admirers.

And the rider. . . . ?

A History of Cavalry Horses

By CAPTAIN GEORGE L. CALDWELL, *Veterinary Corps*

FROM the dawn of history and probably in prehistoric ages, the horse, the noblest of all creatures that man has subdued to his will, has played a leading role in the spread of civilization and has ever been, in peace and in war, a chief factor in the rise and supremacy of the great nations of the ancient, mediæval, and modern world. Conversely, man in his migrations has had a profound influence on the world-wide dissemination of the horse and in the intermingling of races and types of horses. From the standpoint of the historian, the antiquity of the horse is considerable. Early in history, we find him put to war uses and to almost that use alone. One of the reasons for his early selection as man's ally in war may be found in the 39th chapter of Job:

"He paweth in the valley and rejoiceth in his strength; he goeth on to meet the armed men. He mocketh at fear and is not affrighted; neither turneth he back from the sword. He saith among the trumpets, Ha! Ha! He smelleth the battle afar off, the thunder of the captains and the shouting."

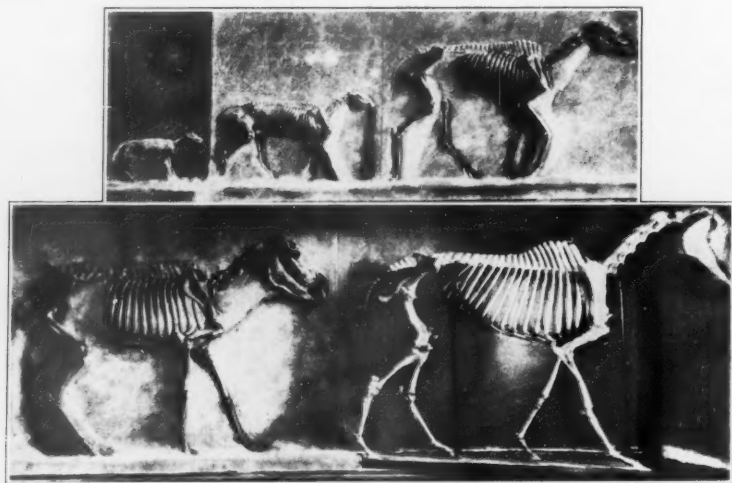
Many a hesitant, weak-hearted cavalier has been carried into the heart of the mêlée on the back of a horse that turned not back from the sword and went on to meet the armed men. Some of the early Roman cavalry charged without reins, and General Hood of the Confederate Army always maintained that could he but cut the reins of his cavalry at the moment of the charge every cavalry charge would be successful.

While history makes frequent mention of the horse in war, most of the interesting details are lacking. Where he came from, what he cost, what he looked like, how he was cared for, and what his infirmities were, seem seldom to have been made a matter of record. The military historian is content to mention his horses in numbers only, while wearisome pages are devoted to the tactics and valorous conduct of the rider. Art, through sculpture, tapestry, and paintings, has preserved for us some more or less accurate pictures of the horse's antiquity, and from these, together with a few descriptions of the famous chargers of important generals, we must conjure our pictures of the war horses of the past. Horses in war have been more extensively used for cavalry than for animals of pack or transport, and the history of this type of horse is more easily followed than any other. Beginning with the horses of prehistoric ages, we will now follow, we hope not to its end, the slender thread of history and art that portrays the cavalry horse from that time.

Early History

From the investigations of geologists, we learn that the horse is descended from ancestors that existed in the long-past ages of the world's history, but in the eyes of the paleontologist he is one of the most recent of animals and is generally accepted by the evolutionist as illustrating better than any

other the doctrine of evolution. The horse or his immediate ancestors have at some time inhabited all the continents of the world, but in the form we know him did not exist in the New World after the Glacial Age. From fossil remains of the late Pleistocene, it appears that the horses of that period were kept, by prehistoric man, in enclosures and used for food. If such be true, is it not possible that some of the more adventurous youth of that day mounted



Copyright National Geographic Society.

Reproduced by Permission from "Horses of the World."

How the Horse has Grown in Six Million Years

Exhibit (Amherst College) showing development of the horse through the various geologic ages. The Eohippus, eleven inches high had four toes (front). The second horse, the size of a collie dog, has three toes touching the ground. The third has toes but the side ones shortened so as not to touch the ground. The fourth has only a splint left to represent the instep portion of the side toes. The fifth is the horse of today.

them, or that the father mounted, seized his stone hammer, and rode forth to slay his enemy in numbers?

When the historic curtain first rises about 5000 B. C., we find in the valleys of the Nile and Euphrates nations venerable with age, but we do not yet find mention of a domesticated horse. Going to Chinese legend of the reign of Hwang-te, we find that the ancient Chinese work, "The Shoo-King," speaks of Yaou, 2348 B. C., as riding in a chariot drawn by white horses; however, Chinese legend can hardly be accepted as an authentic record of the past.

About 2217 B. C., Nimrod is supposed to have formed the Babylonian Empire; and Assur the Assyrian Empire. During this period it is said that horses were yoked to chariots, and chargers were trained to undergo the fatigue of battle. The first direct Biblical mention of the horse for cavalry is found in the 50th chapter of Genesis, where it is related that chariots and

horsemen of Pharaoh's army accompanied Joseph when he took the body of his father back to Canaan, this about 1690 B. C. Pharaoh's cavalry appears again in 1491 B. C. in the pursuit of the Israelites into the Red Sea, where the horses of an entire army were drowned. Little is known of the horses of this time except what can be determined by study of bas-relief. The horses seem to be small and rather coarse, usually dark in color, probably of Libyan or Barb origin.

Greek and Persian Horses

We now come to the early Grecian period and from these peoples, particularly from the pen of Xenophon, we get a more completed picture of the



Copyright National Geographic Society.

Reproduced by Special Permission from "Horses of the World."

King Assurbanipal (668 B.C.) Hunting

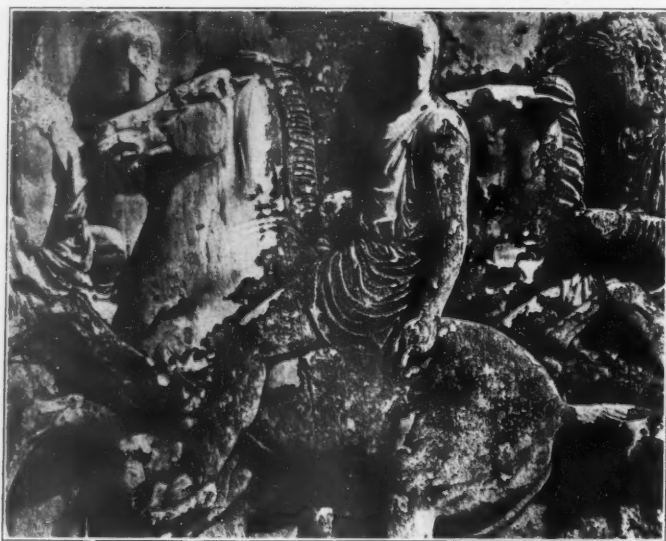
An ancient Assyrian's conception of the horse at the gallop

horses of that period than of any other period up to modern times. It is quite probable that much of this horse lore was given the Greeks by the Egyptians. The Greeks first used horses to draw their chariots, and later the Thessalians began the use of cavalry. Cavalry was used in 743 B. C. in the first Messenian war, but the Greeks did not have cavalry at the battle of Marathon in 490 B. C. nor at Thermopylae in 480 B. C., yet the Persians are said to have had eighty thousand horsemen under Xerxes.

During the Peloponnesian war in 430 B. C., the use of horses for cavalry became more extensive, and horses were raised throughout Greece; but the larger and better horses came from the plains of Thessaly. The greater part of Greece is mountainous and the soil rocky and not generally suitable for cavalry. Cavalry did not appear to be successful in the Peloponnesian wars for the majority of horses went lame because the rocky soil had worn the horses' hoofs thin; of course the art of shoeing was unknown at that time. Xenophon, in his remarkable treatise on horsemanship, recommended that the

horses be stood continually on dry stone floors for the purpose of hardening their feet; a very effective method indeed.

Fossil remains of horses have never been found in Greece, and it is probable that the first horses of Greece came from the north and were of European and Asiatic origin, as most of them were white or dun colored. Later, North African or barb stock made its appearance and grays, bays and browns ap-



Copyright National Geographic Society.

Reproduced by Special Permission from
"Horses of the World."

Type of Greek Horse, Fifth Century, B.C. (From Frieze of the Parthenon)

pear. The Greek cavalry horse of this age when trained for war cost \$225 and upward. The Greeks, like most all ancients, used practically nothing but stallions for war horses, which accounts for the belief that all of the war horses, except the Libyans, were more fierce than those of today. Aristotle states that the average span of life of the cavalry horse of his time was from eighteen to twenty years, and that barley was the usual food. No mention is made in history of the Greeks having used saddles either in peace or war.

Let us go back for a moment and consider the horses of the Persians, the natural enemies of the Greeks. The Persians were great horse lovers and rode habitually. The Persian cavalry reached its highest development under Xerxes, the son of Darius. Xerxes, in the spring of 480 B. C., crossed the Hellespont with the greatest cavalry force the world had ever known, eighty thousand horsemen,—Persians, Medes, Scythians, Indians, and Libyans, mounted on the best horses of Asia and Africa. The best of these horses were those of

the Nicaeans, the largest and best horses then known; these horses were not indigenous but came from Media or Armenia. Had Thermopylae been a plain rather than a well-nigh impassable mountain pass, the Persian horses would have materially altered the world's history. No doubt many of the horses of the invading Persians remained in Greece and intermingled with the native stock.

Racing and equestrian events reached a high degree of popularity with the Greeks after 400 B. C. and horsemanship received an added impetus under Phillip of Macedon, who fostered the breeding of horses for war and sport, and who organized the first efficient Greek cavalry force. Following Phillip, Alexander the Great organized an excellent cavalry service and crossed the Hellespont into Persia with a force including seven thousand cavalry. His horses were the best of Macedonia and Thessaly. His conquest of the decaying Persian Empire placed in his hands the best horses of Asia; and with his march into Egypt and the establishment of Alexandria, Barb blood of North Africa was introduced. Alexander's famous charger, *Bucephalus*, was bred in Thessaly. The Grecian Empire, now at the height of its military power, possessed cavalry horses superior even to those of their late foes, the Persians. The successors of Alexander were equipped with wonderful horses for cavalry use, and their superiority in horses was one of the greatest obstacles that the now rising power of Rome had to overcome before the final fall of Greece in 145 B. C.

Roman Horses

When Rome was founded by Romulus about 750 B. C., infantry formed the bulwark of their military force; however, they had a small body of cavalry. Whether the horses were indigenous or brought from Sicily or North Africa is not clear, but it is quite probable that, after the conquest of southern Italy, Libyan horses were introduced. The cavalry horses of Rome were superior to those of the Gauls of northern Italy. At the outset of the Second Punic War, 218 B. C., Rome had some cavalry, but it was of poor quality and could not compare with the matchless cavalry of Hannibal, which, by way of Spain, had crossed the Alps and invaded northern Italy. Rome had less than three thousand horsemen, while Hannibal had not less than ten thousand. The horses of Hannibal's force were, of course, all North African or Barbs. The Numidians rode small thin horses that were very swift and sure-footed and were ridden without bridle or reins, the horses being directed by the use of short whips. Hannibal had left in Spain with his brother, Hasdrubal, over two thousand Libyan horses of the best Barb strains, mostly stallions. These remaining permanently in Spain were crossed with the native stock, and this accounts for the superior qualities of Spanish horses in later years and even until today. Roman cavalry reached its highest development under Scipio at the defeat of Carthage. The excellent horses of Numidia and Spain were now available to the Romans. More cavalry horses were used, and we find extensive cavalry forces in the Mithridatic wars.

When Caesar began his war of conquest in 58 B. C., he found that the

main strength of the Gauls lay in their cavalry, which had excellent horses derived from southern lands at great cost. These excellent horses were added to the resources of the ever widening empire. During the Gallic wars, much of Caesar's ten thousand cavalry were German, Spanish, and Numidian mercenaries. The Germans in Caesar's army were mounted on their own native horses, which were of poor quality. In the East, the cavalry of Crassus was no match for the enormous cavalry force of the Parthians, which was said to contain nearly forty thousand horses. The horses of the Parthians were very fleet and active, and must have been well trained for they were ridden with a nose band and a single rein. The Parthian horses were both dun and gray and were descendants of the Nicaean horses, which were considered the best of the Army of Xerxes five centuries earlier. It is interesting to note that the Parthian cavalry horse was fully armoured with metal. At this time, the Romans were using a saddle cloth held by a form of surcingle but without stirrups. This period seems to mark the beginning of use of body armour of metal for the cavalry, but the effect of this on the type of cavalry horse will not be noticed until a later date.

Under the reign of the Emperors, the Roman cavalry became very decadent, and the Empire depended upon mercenaries. From this, we must not conclude that the Roman horse was in decline, for racing and other equestrian events were very popular; yet, of course, this type of horse was not suitable for cavalry use. In the early part of the 4th century, Roman cavalry became more popular, and the horses were fully armoured. In the latter part of the same century, the true saddle with a tree makes its appearance. Rome next finds use for her cavalry horse in 402-410 A. D., when the forces of Alaric, the Goth, with his thousands of cavalry, swept on and sacked Rome. But a few years later Atilla's Huns entered Italy with a large army of cavalry mounted on their native horse of the Steppes, which, improved by breeds from the south, was now a medium sized horse, Roman-nosed, heavy-bodied, angular, long-haired, and ugly, but withal possessed of a remarkable hardness, which caused him to be highly prized as a war horse.

The Romans, and possibly the Greeks, early recognized the necessity for some form of artificial protection for the hoofs of beasts of burden for sometimes a leathern or wooden shoe (sodea) was bound to the hoof with thongs of leather crossed over the outer surface of the hoof. Suetonius says that Nero used shoes of silver on his mules, and that Poppoea, the wife of Nero, shod the mules of her baggage train with shoes of gold. There is nothing to show that cavalry horses were shod until a much later date; however, it is quite probable that they were. The skeleton of a horse with shoes of metal nailed to the hoof was found in the tomb of Childeric I, whose reign ended 481 A. D., so the date of horseshoes is prior to that time.

We have now followed the cavalry horse until the fall of the Western Roman Empire and have shown how races and breeds of horses of the entire Old World have been widely disseminated and intermingled. From the sha-

tered ruins of the Empire, many nations arose, each with its particular war horse, but from this time the horse can not readily be followed with the history of peoples but better by a consideration of epochs.

The Horse in the Middle Ages

The Dark Ages from the fall of the Western Roman Empire to the 11th century, witnessed the fall of the Roman civilization under the inrush of barbarism. During this period, but little is known of the history of the horse. The first important event in the history of the military horse of this period is the coming of Mahomet in 610 A. D. This great prophet of the Arabs was a great lover of horses and instilled into his people that same love. Under these people the Arab horse was developed. In a century, the great Saracen Empire had formed the crescent from the Hellespont through Africa to Gibraltar, and the invasion of Spain brought with it the horses of Asia and the Barbs of North Africa. The success of this great expansion can be attributed very largely to the excellence of their cavalry horses. The advance of the Saracens was stopped on the plains of Poitiers in 732 by the mail-clad warriors of Charles Martel. The cavalry horse of the Franks was much heavier than that of the Saracens, but, had the battle of Tours been decided by the superiority of horseflesh rather than by armament and tactics, the cause of Christianity would have been lost possibly forever. It is interesting to note that stirrups were first used regularly in the Saracen cavalry.

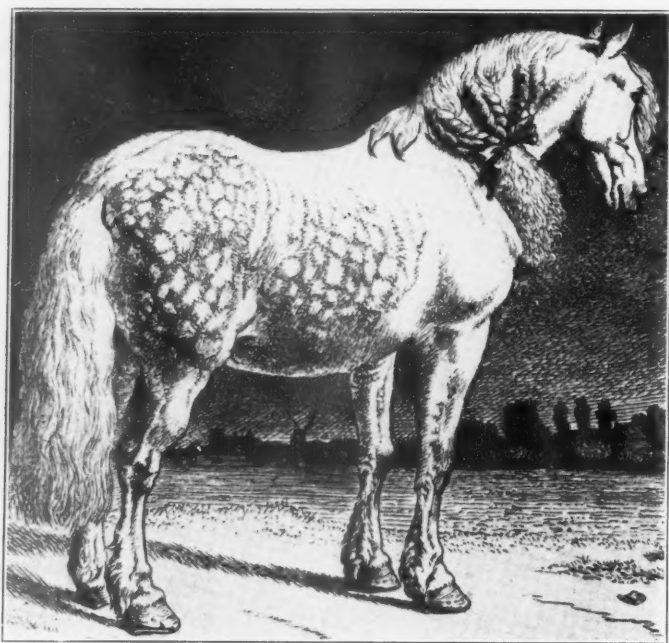
About the middle of the tenth century the order of chivalry arose in Europe. As the armour of the knights became heavier and tournaments became an established institution, the cavalry horse was, of necessity, a much larger horse in order that he might carry the rider with his two hundred to four hundred pounds of armour. From pictures of the cavalry horse of this period it would appear that he was not unlike our Percheron horse of today. This introduces what is known as the "great horse," which held his place in the cavalry of all nations of Europe until some considerable time after the invention of firearms. Our present idea of an officer's first and second mount no doubt arose during this age when the knight on the march rode without armour a small, active, easy-going horse until on the approach of danger he donned his armour and mounted his "great horse" to do battle.

The Norman invasion of England under William the Conqueror in 1066 is of especial interest since it brings out the fact that the English had no cavalry in the Battle of Hastings while William's warriors were practically all mounted. The success of the Norman invasion was due to the simple fact that they had horses and knew how to manage them. The horses of the Normans were tall and heavily built animals, for the armoured men they carried were of very great weight. Following the Norman conquest, chivalry quickly established itself in England.

The Crusades next draw our attention, when for over two centuries the knighthood of Europe under the banner of the Cross attempted to free the Holy City. The heavy cavalry of Europe mounted on the type of horse de-

scribed above was in conflict with the light cavalry of the Saracens. There were one hundred thousand cavalry horses in the First Crusade, and these were opposed by over two hundred thousand Saracen horsemen. The horses of the infidels were the same type as those used in the Saracen invasion of Spain. The returning Crusaders brought back many Arab horses.

In the early part of the thirteenth century, the Mongolians had developed the largest cavalry force in all history. It is said that Octai Khan had an army of nearly one and one-half millions of cavalry. This force swept the greater part of Asia, and a cavalry force of a half million horses devastated



A Great Horse of the Seventeenth Century
From the painting by Paul Potter (1652)

Russia and a part of Poland. This force was never defeated, but the invasion was turned back by the stubborn resistance of the heavy armoured Polish cavalry. The Tartars were mounted on the native dun colored or white Mongolian pony very similar to the Mongolian ponies seen in China today. He was from twelve to thirteen hands in height, strong, sure-footed, reasonably active, and extremely hardy. In the charge, he was no match for the "great horse" of the Poles. This invasion of small horses had a decided influence on the horses of Russia for centuries to follow.

Until the use of fire-arms in war, about the fourteenth century, the cavalry

horse of Europe changed but little. Armour was increasing in weight, and of necessity horses for cavalry increased in size. The increasing stability or unity of individual nations resulted in the development of breeds and types of horses peculiar to that nation. After the invention of fire-arms, armour further increased in weight and had the effect of causing larger horses to be used until, in the middle of the sixteenth century, the cavalry horse was such a horse as is the Shire of today. This is not surprising when we realize that the horse carried a weight of not less than four hundred and fifty pounds. As the armour-piercing power of bullets increased, the complete armour disappeared, and only heavy breast plates and helmets were used. By thus decreasing the weight of equipment, lighter and more active horses came into use. The success of Cromwell's armourless cavalry in the middle of the seventeenth century sounded the death-knell of the "great horse," and the lighter horse has been in almost general use by the cavalry since that time.

Later History

We have now reached the point in history where the horse returns to America for the first time since the Glacial Age. In 1519, Cortes had in his force of six hundred that began the conquest of Mexico sixteen horses; later this number was increased to eighty-five. A few years later, Pizarro took horses into Peru. In 1543, a few horses of the De Soto expedition were abandoned west of the Mississippi. The horses noted above all came from Spain and were of all colors and breeds, the fine-bred Jennets being of Barb blood and the coarse ones of native and cross-bred European stock. It is certain that from these Spanish horses came the great bands of wild horses that covered our western plains and the Pampas of South America. It is evident from the preponderance of dark colors among the wild horses of South America that they have a greater amount of Barb blood than have our western mustang, which are very frequently dun colored. It is interesting to note that four centuries later the descendants of these Spanish horses returned to the Old World as cavalry horses in the Boer and World Wars and have always been extensively used in the United States cavalry.

During the reign of Charles II (1660-1685) the English thoroughbred was developed. This breeding development has furnished the fine qualities necessary for crossing with colder blood to produce a better horse for modern cavalry. The clean thoroughbred never has proved a satisfactory cavalry horse for general use, but a goodly infusion of this blood produces an ideal cavalry horse. The development of the thoroughbred did not have its favorable influence on the cavalry of England alone, but on all the cavalry of Europe and later that of the Western World. From the first of the eighteenth century to the middle of the nineteenth century, many English thoroughbreds were sent to Prussia, and in 1750 Frederick the Great had a large and effective cavalry force mounted on Hanoverian horses developed from the imported thoroughbreds.

No mention has been made of the horses of Russia, but after the Tartar

invasion Russia began a development of cavalry, and in the first of the fifteenth century the Cossacks appear mounted on their half-wild horses of the Russian steppes. Under Peter the Great in the early eighteenth century, the cavalry was built to a force of eighty-four thousand. The horses of Russia were considerably influenced in type by the Mongolian ponies of the Tartar invasion and by some Arab and Barb blood from the South. In modern times, the Russian cavalry is remounted from breeding farms in the steppes of the Don and Volga. These horses have a good proportion of Arab and thoroughbred blood and are extremely hardy.

The early colonists of Virginia brought horses with them, and, other than the Spanish horses of the West, all horses brought to America prior to the Revolution came from England. The early importations were small horses, few being over thirteen and a half hands. The first English thoroughbreds were brought to America about 1750; these, too, were small, being about fifteen hands. The southern colonies, where the horse was much used by the aristocracy for hunting and racing, became important horse breeding centers. George Washington was an ardent horseman and breeder of horses and owned several thoroughbred stallions. Cavalry was used but little in the Revolution, and we assume that such cavalry as was used was remounted from the hacks and hunters of that time.

After the Saracen invasion in the eighth century, the most popular horse of France was the Limousin, a horse of fair size having many of the characteristics of the Barb. After the middle of the seventeenth century, the thoroughbred found its way into France and was crossed with the Limousin, and the latter by the middle of the eighteenth century was almost extinct.

Many cavalry horses were used in the French Revolution, for the French at the beginning of the war had about twenty-five thousand cavalry mounted on horses, such as are noted above. By 1793, the cavalry had increased to forty thousand. Under Napoleon the cavalry, at first rather scanty, was soon organized to a force of considerable size. Murat, one of Napoleon's cavalry commanders, had a cavalry force of over twelve thousand horses. From the histories of the wars of Napoleon, we first get authentic records of the losses in horses sustained by cavalry forces, and we learn of the difficulties of supply of a large force of horses. During Napoleon's Russian campaign, he crossed the Neiman with over sixty thousand cavalry horses and in his terrible retreat after the burning of Moscow lost practically all of his horses due to starvation, cold, and the constant pursuit of the Cossack cavalry. He recrossed the Neiman with but sixteen hundred horses. Napoleon's downfall might well be attributed to lack of forage for his horses, for his disastrous Russian campaign was the beginning of the end. The allied armies of England, Prussia, and Russia all had excellent cavalry, and the Russian Cossacks were especially well mounted, apparently better than the French cavalry.

The Crimean War tells us little about cavalry horses, unless it be to impress upon our minds the great numbers of Russian cavalry and to show how

the improved fire-arm and increased fire-power did, for the first time, cause enormous horse losses in the ranks of charging cavalry. The charge of the Light Brigade, immortalized by Tennyson's poem, illustrates this point admirably.

The Horse in the Civil and Boer Wars

We have seen that in the United States the foundation stock of the west was of Spanish origin while that of the east was of English importation and contained much thoroughbred blood. From a thoroughbred base, three distinct American breeds developed,—standardbred, Morgan, and American saddle horse. In our Civil War, some animals of these improved breeds were used. In fact, the Confederate horsemen of Stuart, Forrest, Wheeler, and Morgan are credited with ability to raid around the Union armies on account of their superior horses. Confederate cavalrymen were required to furnish their own horses; very few thoroughbreds were used, the majority being gaited saddlers or hunters. Private ownership, which no doubt resulted in the horses receiving the best possible care, may account for the fact that horse wastage was much less in the Confederate than in the Union cavalry. Early in the War, the horses purchased by the Union army were of inferior quality. Better horses were available but were not purchased. Because of poor quality, shortage of forage, overwork, and inexperienced cavalrymen, the losses were enormous. Sheridan while in the Shenandoah required one hundred and fifty remounts per day.

The Union forces were generally short of horses. Whether this was due to horses not being available or to a shortage of purchasing funds and transportation is not clear; probably the latter. In February, 1865, the Union cavalry force consisted of one hundred and five thousand men for duty and about seventy-eight thousand serviceable horses. In the preceding year, one hundred and fifty-four thousand cavalry horses had been purchased and over one hundred and eighty thousand expended. This is an abnormally high wastage, and the cause can almost be stated in the one word—starvation. Until near the end of the war, no organization existed for the rehabilitation or salvage of horses temporarily or permanently disabled.

One of the most remarkable cavalry marches of the Civil War was one made by General Morgan in July, 1862, when with about thirty-nine hundred horses, he covered one thousand miles in twenty-four days. His troopers were mounted on horses of Kentucky, which were gaited saddle horses. On another raid, Morgan covered ninety-four miles in thirty-five hours.

In the Boer War, the English used over one hundred and seventy-five thousand horses in the Transvaal. These came from the United States, Argentina, Australia, and Hungary. Over one hundred thousand were purchased in the United States from the states of Wyoming, Montana, Idaho, Oregon, and Texas, and were range horses, strong in the blood of the Mustang, the descendants of the Spanish horse first introduced in America. Of all remounts used by the British, these range horses were the most favorably reported.

The Crillo, or Spanish horse of the Argentine Pampas, did not prove as suitable. Losses among the cavalry horses in the Boer War were very great, due to long shipment, hard work before being conditioned, lack of forage, change of climate, and diseases peculiar to Africa. Losses were nearly fifty per cent. These losses brought forcibly to the attention of the British the necessity for an adequate and well organized veterinary corps, and the World War found them with the best veterinary service of any nation.

The Horse in the World War

A few years before the opening of the World War, the horse population of the world was estimated at eighty millions, distributed as follows: Europe, 40,000,000; Asia, 11,000,000; Africa, 1,250,000; United States, Canada and Mexico, 19,000,000; Central and South America, 6,000,000, and Australia, 2,000,000. European distribution in part is as follows: Russia, 22,000,000; Germany, 4,000,000; Austria-Hungary, 4,000,000; France, 2,900,000; Italy, 742,000; Belgium, 241,000; Spain, 397,000; Turkey, 300,000; Roumania, 864,000, and United Kingdom, 3,600,000.

This tabulation is given to show that the Allies had the command of the majority of the horses of the world, and that the Central Powers might soon expect a shortage of horses; however, it is doubtful if they ever experienced a shortage of cavalry type horses. Germany, at the opening of the War, had eleven cavalry divisions, ten of these being on the western front where cavalry was used only during the first few weeks of the War. The horse strength of the German cavalry was approximately eighty-five thousand. From what we have been able to learn, the German cavalry was well mounted and, during the advance through Belgium and on Paris followed by the retreat from the Marne, made many long and trying marches. That their horses suffered from overwork and wastage was due more to this than battle casualties. However, in the very early stages in Belgium, when they employed mounted cavalry as shock troops against infantry in position, the number of horses killed or wounded was great. After the stabilization of the Western Front and the capitulation of Russia in the east, the German cavalry was reduced to four divisions and the horses of the disbanded cavalry divisions were put in artillery and transport, where they were sorely needed. Ludendorf said, "The losses were high and the import hardly worth mentioning. The finer breeds had proved their worth. The heavier breeds turned out to be unequal to the stress of war. The horses suffered from glanders and mange. We mastered the glanders but not the mange, and this latter did extensive mischief. The supplies were not always what they should have been." The end of the war found Germany distressingly short of horses. There were enough cavalry horses, but these had to be taken from the cavalry for other uses, where they were more urgently needed.

French cavalry, at the beginning of the war, consisted of ten divisions. The three divisions forming Sordet's 1st Cavalry Corps suffered especially

heavy losses in horse flesh due largely to long marches and poor animal management. Between the 5th of August to the 4th of September, 1914, Sordet's Corps marched one thousand kilometers. By the end of October, the command had lost two-thirds of its horses due to over-riding and poor care. By 1918, the French cavalry had been reduced to six cavalry divisions and was to a considerable extent employed dismounted. French horses, like all horses of the War, were extensively infested with mange. France purchased many thousands of her cavalry horses in the United States and from Spain. Many of our American horses with part standardbred blood were used by the French for riding purposes.

The British had three cavalry divisions on the Western Front in the first part of the War. Their wastage was considerably less than those of any other nation. Their horses were practically all from the British Isles. On the Western Front, the British used in all classes of animals during the four and one-half years' war about three-fourths of a million animals. The total wastage for the same period was about one-fourth million. Figures covering cavalry alone are not available.

In his Palestine campaign from July, 1917, Allenby had a cavalry force of between three and four divisions and had an average horse strength of twenty-seven thousand. The following percentage of wastage covers the entire force and not the cavalry alone:

<i>Period</i>	<i>Per cent wastage (died, destroyed, sold)</i>
July to December, 1917.....	7.99
January to June, 1918.....	6.19
July to December, 1918.....	10.69

From one-third to one-half of the losses were due to wounds and injuries; the remainder to disease.

In the later stages of the campaign, the cavalry played its most prominent part, and of the twenty-seven thousand horses, the cavalry lost nearly ten thousand in the period from July to December, 1918, in which a rapid advance of nearly four hundred miles was made. Lack of water and shortage of forage was an indirect cause of much of the horse wastage throughout the campaign, but considering the terrible conditions encountered, the loss is not excessive. In one instance, two divisions of the Desert Mounted Corps, while at continuous work, went for seventy-two hours without water; and in all units, periods of over thirty-six hours without water for the horses were not uncommon. In twelve days, three divisions of Allenby's cavalry marched over two hundred miles, fought a few minor actions, captured sixty thousand prisoners and much material. In 1917, the Anzac Mounted Division marched sixty-five miles in twenty hours and fought a determined action. Horses were saddled for twenty hours, and many went without water for thirty-four hours. These are but a few of many instances that might be given to show the hardships that Allenby's horses were daily subject to, and yet held a remarkable efficiency.

It is interesting to learn that seventy-five per cent of Allenby's troop horses were mares, and that the horse which contained up to fifty per cent of thoroughbred blood proved the best. The small compact horse of fifteen to fifteen two seemed to be the best for size. Old horses in good physical condition proved equal to the younger horses. A large part of Allenby's cavalry was mounted on Australian "country breds" by thoroughbred and Arab sires on country stock. The Australian "Bonder" without any special breeding was well represented, as were also the Indian half-breds and horses from the British Isles.

The British bought over seven hundred thousand horses in Canada and the United States, but not over twenty thousand of these were classed by the English as of the riding type. During the World War over a million horses were exported from the United States for war needs. Our own government purchased over sixty-one thousand riding horses in the United States and some twenty-five thousand in Spain, in France, and from the British.

Russia had the largest cavalry force in the World War: fifty divisions, with over two hundred thousand cavalry horses. Australia had some ten divisions of cavalry, Roumania two, Bulgaria two, Belgium one, and Turkey some forty regiments and thousands of irregular Kurd and Arab horsemen. It is difficult to find any definite information concerning the horses of the cavalry forces listed above, but a mere recital of the number of organizations serves to show us the enormous number of horses that were employed.

Wastage of cavalry horses in war may be classified as preventable and unpreventable. Preventable losses in the World War were great, but lower than any other war ever waged. Much of this reduction may be attributed to the fact that all of the armies, for the first time in history, were equipped with organized veterinary services. Debility is the prime cause of wastage, and this is almost always due to shortage of food. This may be classed as a preventable cause, but at times the military necessity, the extreme difficulty of supply due to transport conditions, or actual shortage may make it an unpreventable cause. There is no gainsaying the fact that the bulk and weight of food necessary to sustain properly the horse offers, in our modern intensive form of warfare, a serious problem of transportation; but it is doubtful if there ever will be produced any form of mechanical device as generally efficient as the horse and requiring less supply. Wastage due to poor animal management is always preventable, but in large and quickly trained armies it becomes almost unpreventable. Disregard of the capabilities of the horse, such as seen in some cavalry early in the War, without the full justification of military necessity, is of course senseless. If one analyzes the cause of wastage, it is not infrequently found that ignorance of officers ordering out the cavalry has more to do with it than bad horsemanship in the cavalry. The unpreventable wastage is due largely to death and wounds caused by the activity of the enemy. With the wonderfully improved armament of the World War, we might reasonably have expected large battle losses of horses, but they

were surprisingly low, particularly when the ends attained were considered. In Allenby's force far more horses died from disease and other injury than were killed in action or died from wounds received in battle.

We have now followed, in a rather superficial way and omitting many countries and many wars, the history of the cavalry horse from antiquity to the present time, and at this point we can only conjecture on the use of the cavalry horse in the war to come, or the part that cavalry will play in that war. The horse was first an animal of war, and it is inconceivable that war will ever be waged without him. War is a conflict between elements of flesh and blood and inanimate armament is but a means by which it may be more successfully waged. The flesh and soul of man cleaves to things animate and from them draws courage and inspiration such as can never be supplied by things mechanical.



The First Regiment of Spahis

By LEONARD H. NASON

Lieutenant, 158th M. G. Squadron

IT might be well to explain, as Cicero did defending Roscius, what a young man, a last year's recruit, so to speak, and one who might still be said to have his hand in the air taking the oath of office, has to do writing articles in this august publication and undertaking sometimes to say that such and such a thing has an unmilitary appearance, and that such another thing is better done by some foreign army than by ours. We are not, alas, a professional soldier. But we know one when we see one. We were trained, in the good old days, by men who *were* professional soldiers, in all that the word implies. We can remember, before the war, that a squad room in the Regular Army had a certain appearance, the room itself and the men therein. We can remember the time when a man was a recruit for the first year of his enlistment, and that he ranked with, but after, the troop mascot. This was the Old Army. It seems to have disappeared. Where could it have gone? These men were not all killed in the war. Personally, I think that they are still there, or their second generation, but the officers who instructed them and were responsible for their morale are no more. A few of them, perhaps, are still in the army, but in the upper ranks, where they no longer come in direct contact with the men. Why is it that the officers who have come after have not that iron in their soul, that whip-crack in their voices, that lightning in their glance that the Old Army officers had? Because the Old Army officers, retired now, or brigade and division commanders, had their training on the Frontier. They are the last of the lot. When the Frontier ceased to be, the best training school in the world for the junior officer also went out of existence. It does not seem at first glance that the extinction of the buffalo was a heavy blow to our National Defense, but so it was. When the buffalo disappeared, the Indian who depended upon him for his commissary arrangements, disappeared likewise. With the pacification of the Indians went the necessity for frontier forts, for columns that supported themselves, for all manner of "alarums and excursions." With all these went something more. The opportunity for a junior officer to make a decision on which his life and his men's lives depended, and to know that if he guessed wrong he'd never make another mistake.

All this by way of introduction. Now then, we are a wanderer on the face of the earth, but wherever we wander, if there is a ruined fort, if there is a garrison, if there is a drill or a maneuver or even an empty barracks, we go to see it, as other people go to see churches or paintings or Roman ruins. Last winter we were in North Africa, two hundred or so miles from the railroad, and we came upon a regiment that merits attention. It was the First Regiment of Spahis, native cavalry, with a mixture of French and native N. C. O.s and French and native officers.

The First Regiment of Spahis was formed some time before the Franco-Prussian War. When, I don't know. I had no letters of introduction to the commanding officer, and what I found out about this regiment I discovered on my own initiative. I saw them first on the edge of the tourist belt, at Bou-Saada. The Spahis are fine, tall men, straight as an arrow. They wear a khaki uniform that has long trousers similar to golf knickers, only longer. The recruits wear a short black leather leggin, but as soon as they get money enough they buy red boots made of sheep-skin embroidered across the instep with silver wire. Over this uniform they wear a beautiful red burnoose, or



Left: A Trouper of the 1st Spahis. Right: Desert nomads; this type of man, in bands of fifty or a hundred, keep the Spahis amused.

cape. This serves them as overcoat and blanket. When they are in the field they carry it under their saddle, folded like a saddle blanket. Their headdress is a sort of turban, made of several felt caps, one over the other, with a white veil wound around it and brought down about the neck, and over that a close wrapped binding of fine camel's hair rope. This arrangement is called a "gnour," at least that is the way it sounds. They are armed with the curved sabre, like our old model, the French cavalry carbine, and a machine rifle to each rifle platoon. I did not see any machine guns, nor any indications that this regiment has them. Their saddle is surprisingly similar to our McClellan, a hardwood tree covered with rawhide, and having a detachable sheep-skin cover. The pommel and cantle are very high; coming up to the rider's stomach in front, and half way up his back behind. The stirrups are made of iron, heavy, shaped somewhat like the scoops on a conveyor. They are hung from the center of the saddle, which means that a man had to learn to ride all over again in order to use this saddle. I tried one several times, but found it ex-

tremely uncomfortable. The spahis stand in their stirrups, but this must become fatiguing after a long march. A French spahi—French boys are allowed to volunteer for the spahi regiments where they serve on the same footing as the natives—told me that they never had sore backs. I reserve comment on this. I noted during the late war that sometimes officers of other armies disagreed with ours as to what constituted a sore back.

We continued our journey into the desert, and a hundred miles or so farther south we struck the main body of the First Spahis. In this town there was also a garrison of Tirailleurs, or native rifle regiment, very picturesque in light blue and yellow, with a short cape, fez, and exaggerated plus-fours. There is a heartfelt sympathy between tirailleur and spahi like that between cat and dog. They fight with each other with as little concern as they smoke a cigarette. It was in this town, Laghouat by name, that I discovered a thing that astonished me. The officers of these native regiments have no drunkenness to contend with among their men, because the Mohammedan religion forbids alcohol as a beverage, and the Mohammedans respect the commandement. In addition to that, once a year, at Ramahdan, or Lent, they fast for six weeks, eating only once a day. The soldiers fast too, although they go to drill and on guard just the same. This must make the mess sergeant cheerful, unless the hard hearted French do not allow full ration allowance during the Fast. From what I know of them I don't think they do.

Now here in Laghouat we became really acquainted with the First Spahis. We met the commanding officer, Colonel Meygret. His is the type of soldier one reads about in books, or sees in the better class of moving picture. Tall, smooth shaven, calm eyed. He was on a visit of inspection and this visit he made on horseback, or in a spring wagon, sleeping in the *bled* with the shieks, talking with this or that *bash-agha* or native prefect, eating sheep roasted whole, and seeing every night, against the sunset sky, the signal fires that announced his coming with his red caped escort. He has spent most of his service with this regiment. He was brought up with it, for his father commanded it before him. It did not take us very long to become acquainted. Those who belong to the great Brotherhood of Arms have certain universal signs and passwords that make them open their hearts to each other on even the shortest acquaintance.

"I remember when I joined this regiment," said the colonel. "It was here in Laghouat. I was a captain then. Joffre, de Langle de Cary, Foch, Lyautey, Gallieni, Petain, were all here then, in Morroco or Algeria. We were all learning. You tell me the name of a successful commander in the war, and I'll tell you the name of his colonial regiment. It teaches them to think, the service out here. Then there's no society life out here either. Don't need any. We're too tired. When I was a captain I used to be up at daybreak, out in the *bled*, schooling a horse. After breakfast I'd come down to the office, and every morning I'd have ten or fifteen men wanting to enlist. Maybe I'd pick out one, maybe not any. These troops here are all volunteers, and we have to keep this

regiment at war strength. I've got more men under me than a division commander in France. There are eighteen hundred men in my regiment. Well by the time I'd chosen my recruit for the day, and signed my letters, and put a few men in cells for fighting with the tirailleurs it was time to drill. After that, hunt. Nothing like a hunting to train a soldier. It's good for these boys of mine, too. They like to burn powder. If we don't take 'em out every so often to pacify some *djich* or *razzia* they begin to get restless and cause trouble." He grinned. "That's why we let these *razzias* form, so we can chase 'em."

A *razzia*, or a *djich*, it appears, is formed by a few nomads who have taken to stealing sheep. They meet up with another band doing the same thing, and being stronger, can raid bigger sheep-herds. Two or three of these enlarged bands combine, and there is a *razzia* of sixty to three hundred rifles. Since the war in Morocco, the rifles are liable to be of the latest pattern, too. There is, also, a well arranged trade in arms across the Tripolitan frontier. All this, according to the colonel, made life interesting. He did not talk with his hands, but kept them behind his back all the time. His sentences were short, and only at rare intervals would he remove the huge pipe from his firm teeth and make a waving gesture with it.

"Problems are all right," he said, "but they don't teach a man war. Did you ever hear of a problem where an officer had to keep an outfit fed, supplied with water and ammunition, and arrange to get his wounded out, and if he didn't get the right solution he and his men would have to go hungry? No. That's the trouble with problems. At a certain hour the war stops and the men have dinner. Then when they get into action they forget men have to eat."

This I felt was true, and explained much that had seemed to me incomprehensible in the late war. Our problems never allowed for the fact that men must eat, or that the average or garden variety of soldier can very easily shoot off all the ammunition he carries on him, or has in a combat cart or escort wagon. I am a subaltern officer of the reserve and not a very good one either, but I cannot help but feel that the project for arming every soldier with semi-automatic weapons is a mistake. Where will the ammunition come from? I was in action with the 30th Infantry at the crossings of the Marne, and the men there shot off all they had and all they could get from the dead, and all that frantic supply officers could get up to them. How could they have been kept supplied with ammunition had each one had a rifle that fired four or five times as fast? There were good hard surfaced roads behind us, too, that weren't shelled so badly that an energetic officer couldn't drive trucks over them.

"The Frontier," said the colonel, "is the place to train officers. They're alone here, out on outpost or on patrol. None to advise, no one to pass the buck to. They must decide, and if they decide wrong they suffer. You can't tell a rebellious shiek you made a mistake, and want to try again. He'll gobble your command. The desert sun, and the sandstorm and thirst and hunger, don't care whose responsibility it was that brought a troop there with no provisions. They kill you just the same. An officer learns to depend on no one but

himself, and implicitly on that person. And he learns another thing, too: that any problem presenting itself to a command that is reasonably rested and that has been reasonably fed, that problem, young man, is four-fifths solved. Remember that if you ever have to handle troops."

This, also, is true. It is Frontier conditions that developed the First Spahis, as it was Frontier conditions that developed our Old Army, and regiments like the Seventh commanded by men like "Tommy" Tompkins. If the seventh had been in the British service they'd get out an order that from now on in honor of that glorious old soldier every officer of the Seventh should wear a full set of whiskers.

But having no more frontier, what can we do?



Reconnoitering Party of Spahis in the Mists of the Oise, 1918

Fearful Horsewomen

or

The Achievement of Nonchalance

(Being Confidential Notes on the Cult)

By HELEN FISKE

IN almost every cavalry post throughout the country and in certain others imbued with a sporting spirit—and the requisite horseflesh—there is now at least one "Ladies' Riding Class." And in several of the larger posts there are as many as four or five of these classes, the ladies grouped (inevitably!) according to their form and willingness. The cult of riding, with its glamour, romance and sartorial effectiveness, draws its recruits with fatal allure from the more prosaic satisfactions of the matutinal couch, the bridge table, golf links and nursery. For these are the consolations of the aged and infirm and riding the badge of youth (at least deferred). Some women of all sizes and ages, garbed in a colorful assortment of sweaters, rolled puttees, high-heeled shoes, jockey caps and husbands' breeches flock to the riding hall to court adventure in that magic spot.

But alas, something is wrong. After a few weeks the ranks begin to thin. Each day sees a name dropped from the roll and a pair of new boots for sale, cheap, at the Post Exchange. The shades are now drawn for the unfinished nap; the four-spade bid is doubled and set; the thirteenth hole is made in par (if you don't count the stroke out of bounds), and the lowly darning ball returns to its holey mission.

Something is wrong when so much ardent enthusiasm is thwarted at the outset. The time has come when the rights of this great neglected group of aspirant riders should be recognized and dealt with. The doctrine of modern education "the greatest good for the greatest number" should be applied in the riding hall. Our motto should be "put a horse in every home." Instruction methods must be popularized for only genius can be offered learning; it must be sold to the man in the street—I mean the woman in the home, and in decidedly attractive and homeopathic doses. It is in this democratic spirit of "Everything for Everybody" this article is written. And it is believed that with the information and advice herein given Fearful Horsewomen throughout the Army may not only come to enjoy the degree of riding to which they are emotionally inclined but may also partake of those coveted benefits of the Inner Circle; horse-talk, comradeship, and the prized agnomen "horsewoman."

Having in mind the psychological fact that respect is the parent of fear it shall be shown that the horse should not be respected. Furthermore, the necessity of accepting the irrelevancies of form and of acquiring the externals

of poise and restraint will be noted and explained. Included will be a list of mistakes fatal to *entr  e* to the green pastures of the truly horsey; and finally, a selected group of words and phrases will be added that have been approved by the High Committee on Horse-Talk.

The Cult Must Be Accepted

Riding, as the neophyte correctly supposes, is a sport. But where she falls down is in persisting to drag this heretical fact into the riding hall, for there, riding is taught as a Cult and as such it must be accepted. If one cannot constitutionally accept cults there is no use trying to be original and create inharmony. Neither is it worth while to admit defeat and flounce out to the inward glee of the survivors. Better a careful tact together with an appreciation of appearances; they will do just as well for all practical purposes as martyrdom in the cause.

Riding, like all other cults, has, as its essence, a central Mystery (the horse). Surrounding this are the Sacred Rites (form) and Traditional Taboos (don'ts of dress and behavior). We now harden our hearts and enter the Temple.

The Central Mystery—What and Why is a Horse?

The horse is a quadruped of great stupidity and emotional unbalance. He is a survival of the beasts of the Miocene Age, in which palmy day he doubtlessly loomed up as an intellectual giant beside the lazy sloth or the bulbous dinosaur. But, in fact, he is more stupid than the lowly mule, condemned to ridicule and sterility, and he interpolates his dumbness, not with the humanly understandable quality of stubbornness as does his hybrid offspring, but with insane and unpredictable antics that freeze the blood and dry out the mouth.

The horse, like the camel and ox, has been abnormally protracted far beyond his proper racial span by means of domestication and for purposes of utility. But the camel and ox have given way to the tractor and railroad and now find their proper milieu in the zoo. Not so the horse. He is still used by the poor, who of necessity are reactionary, and by the rich, who require diversity of emotional stimulus, and by the cavalry for—because—well, that's what it is. His physical attributes have been putty in the hands of skillful breeders. His neck has been stretched, his legs lengthened and his barrel slenderized; and he has been trained and selected to perform stunts far more suited to the agile cat, the fleet rabbit or the sturdy mountain goat. But such is his pathetic acceptance of human reasonableness that only exceptionally does he demur at cutting such capers.

All this physiological tampering accounts, no doubt, for his great emotional unbalance, which, added to his Gargantuan strength, would make him a dangerous animal indeed were it not for his blessed stupidity. Actually then it may be asserted that, in general, man's wit is equal to a horse's didoes.

We often hear of the horse spoken of as "noble," "faithful," "affectionate," "brave." Perhaps. But watch out, for his hind legs, nobility or no nobility. He may be faithful but a bucketfull of oats can prove a powerful aid to heresy. He may be brave, but spurs and whip will prevent a relapse. He loves his master—but don't forget to close the gate.

Then there is the romantic phase of the horse. This questionable reputation was foisted on the guileless animal due to his participation in Mediaeval histrionics, for it was he who carried the pompous knight to noble murder or poetic abduction:

"The knight goes forth to meet his foe
All dressed in cast-iron domino;
His trusty steed with plunging gait
With waving mane and tail aflate,
With drafty neck and fiery eye
Will rout for him the other guy."

and all that sort of thing.

Happily for old Dobbin he remains blissfully unaware of all these ethical and Quixotic graces, and continues to maintain his conduct on strictly behavioristic lines.

Rites and Taboos—The Fetish of Form and the English Tradition

Credulous fear of the horse having now been supplanted by a blithe irreverence, we mount up to investigate the vagaries of form.

Form is the correct manner of cavorting along on the horse's back. We have acquired it *in toto* from the English, those great codifiers of "what's what" for the upper classes. It was they who took over the horse after his rather vulgar participation in the serio-comics of the Middle Ages and made him a respectable member of the landed gentry. They formalized the rites of clothing and conduct and, notwithstanding the American innovation of breeches for women (used too by some of the more daring members of the younger English smart set), they still remain the arbiters in these matters. Do not be annoyed if these rites seem unreasonable and difficult, for form, like the idiom of a language, is just that. It has been given us by a people who have a positive genius for being naturally unnatural, for enjoying discomfort with charming ease. Remember, if it were not for the intricacies of form there could be no distinction made between good and bad riding, for by your form are ye known.

Therefore, spurn the common ways of the cowpuncher with his legs stretched out to the horse's ears and practice with assiduity the genteel contortion of legs back, heels down, toes out, and knees pressed tightly against the saddle.

Do not be guilty of the obvious and use the stirrups for support. Like

the buttons on a man's coat sleeve they are merely the vestiges of a time when such crude precautions were deemed necessary.

Do not yearn to rest easy against the molded curve of the back of the saddle but rather hold the body well forward on the sharpest and most uncomfortable point of the pommel, for such is the approved seat.

Don't squat, flop or stiffen at the canter; and don't bend forward to mitigate vibration at the trot. Learn to carry yourself at a well-relaxed tension, if you know what I mean.

Don't chew gum as a nerve pacifier—that comfort must be dispensed with at once. And don't be ingenuous and ask what the horse means when he puts his ears back. No one has ever been able to answer that question and it simply betrays your amateur standing.

If your horse uses tactics calculated to make you dismount with sudden informality maintain an expression of total unawareness. Above all don't "grab leather." Even your own friends couldn't enjoy your funeral under such circumstances.

Should your mount in his playfulness* succeed in giving you a round trip from the birds' nests to the tanbark, let your feeling out *soto voce*, for any display of emotion is in frightfully poor taste. In riding it is solely the prerogative of the horse; the temperament of the rider must remain to all appearances as stoically tailored as her clothes.

After the achievement of a fall be modest; don't brag about how serious it was, nor use the details for subsequent hospital conversation. And don't make any vulgar display of hoof prints on your anatomy.

Don't overlook the importance of the gallery for it is the non-riders who know most about the game. Look well to your nonchalance, therefore, and your form, as you pass them by.

Don't fail to appear at the hunt breakfasts in riding clothes and be "seen" at all horse shows and exhibitions, however trivial.

In the class select your horse, if possible, according to your mood, but do not quibble over riding one assigned you. It might give the impression you are afraid.

Consider in this connection the value of sublimation. The human bosom can contain but one emotion at a time. A stronger emotion will drive out the weaker. So, on the day your striker spades up all your new plants thinking them weeds, or when the cook has prepared a nice little fricassee out of the squabs you scrimped to buy, or when the husband has done any one of the many fool things he's capable of doing, conserve that exhilaration of feeling. Stoke it as you wend your way to the riding hall, and select in full view of all the horse with the most notorious reputation, for fear has been sublimated and you will ride with a noteworthy abandon.

*See glossary of Terms.

The sublimation of fear can be sustained over a longer period if the particular motive which originally caused you to risk all this wear and tear and breakage can be enlivened into a potent force. This inner and private conviction that you must ride might have arisen from any one of the following necessities:

1. For exercise. This emotion can be stimulated in proportion to actual poundage and vanity.
2. To focus on self the straying interest of the husband. (Knowing that recklessness has a special appeal to the unimaginative male.) The vigor of this motive will depend upon the domestic necessities involved.
3. To prove to a doubting world that you are still young and romantic. This requires a vanity tortured by the realization of a losing foothold in the coquetry lists. It is one of the most usual motives and explains why we see so many gray hairs on horseback while the lazy youngsters sip cocktails at the Golf Club.
4. For romance. Escaping from domestic banalities. Here the instructor plays an important part. You can try drawing his attention from the others by staying after class to ask his advice. Give him a lift in your new car, and take advantage of any other expedients that opportunity offers. Cultivate your interest in him with ardor until you find yourself doing the most reckless things for his impressment.

Whichever of these may be your motive, keep it always in mind. Stimulate it, dwell upon it; be heartless in its application. Make it, in fact, an integral part of your horse equipment; for by it you may achieve horsiness and by horsiness achieve your motive.

The subject of clothes is of extreme importance to the F. H. for no phase of form nets as much for your riding reputation with so little expenditure of nerve. There is only one sort of thing to wear—the correct thing, of course. Originality is *déclassé* and taboo. The most perfect outfit can be totally ruined by a rakish tilt to the hat, a fringe of maudlin curls showing under it, or by boots that halt at the calf. Observe that impeccable riding clothes mean impeccable riding to the general public and you would almost have to go out of your way to make them believe otherwise.

Horse-Talk

This is something to be carefully avoided by the amateur. It is one of the sacred prerogatives of the initiates and its loose use by proselytes is either frowned upon or totally ignored. The F. H. should preserve during her probational stage an air of modest and respectful attention, meanwhile laying up a store of authentic vocabulary and rendition. Concerning her own experiences she should be brief to the point of taciturnity. The old dogs she rides cannot possibly be of interest and her boring diagnoses of their idiosyn-

crasies will either be rudely interrupted or will break up the session. She should remember that in her status the horse's faults are due to her ignorance and his virtues are in spite of it.

It will become necessary, on occasion, however, for the neophyte to answer questions or relate a bit of choice gossip. For this reason a list of approved words and phrases is appended herewith in order that from it she may select one or two to work in for good effect where possible.

gelding, mare, stallion or mount—To the uninformed a horse is a horse; the elect distinguish between his varieties.

girth—In the cow country known as a cinch.

tack—Speak of the "condition of the tack" (meaning saddle and bridle, etc.).

fence, obstacle, timber, post'n rail—Not just "jumps."

bit of foot, lots of bottom—Two very clever expressions meaning speed and endurance.

good hands—The right degree of emphasis on the reins nicely calculated to make the horse happy and still do what you want him to do.

bad hands—Opposite to the above.

playfulness, or "a bit above himself"—This refers to the natural exuberance of the horse expressed by kicking, striking, biting, bucking, pitching, rearing, pirouetting, falling over backward and such phenomena.

The day has arrived when you have achieved the perfection of nonchalance. Your clothes, your actions and your vocabulary indicate your fitness to join the Inner Circle. Your dicta on the horse world are considered in the general consensus. You are a power in the making and unmaking of horse reputations. You sit on the Club porch in the company of the Elect, sipping a limeade with blissful security and comraderie. You loll back negligently in your chair as you listen to the waxing argument. Presently, with an air of finality, you slap your boots with your riding crop. It is your moment. All eyes are upon you, all ears listen for your words. You settle the argument once and for all: "Her seat is good, but she has poor hands" . . .

You are a Horsewoman.

TOM'S LETTER

Dear Ed,

Well Ed, since many of our boys is interested in jumping I thought that I would write to give you I might say—hints. Do not regard this as a manuel because I believe others have also wrote on this subject. Jumping is a art not to be confused with a science like cooking. First ask yrselvf why do you want to jump. Then if jumping is advisable or necessary as in tight places sometime select the type desired. Leaping from high places tho interesting in itself is different from horseback jumping which obviously is concerned with jumping when on horseback. This latter is good exercise. Its good for the seat and if you have a good seat already maybe you had better take up golf.

To better understand my theme I have divided it into 4 phases first, making up yr mind to jump; second, gymnastics before reaching the jump; third, the jump itself; and forth, what has happened. Well then to accomplish the 1st phase I would say when galloping in hand some A. M. throw yr mind on some distant object (Hindoos can do this easy). In this way you soon become one with the horse. Then look casually at the jump and seem surprised. Say, in a surprised tone, Well look what the cat dragged in. At this the horse will prick up his ears which is a good sign. Next give him the general aids for jumping. This will tell him that something is going to happen. It is.

The next step is very properly called the gymnastics of the jump. Here the instructor might well command, Fix the Seat. After tucking it in you do a few suppling exercises at will, acting as tho you wasnt there. This usually quiets the mount. The idea of this entire phase is to get the horse accustomed to whats going to happen if he takes the jump. Most horses become accustomed to this phase and you are now $\frac{1}{2}$ through. You are now in rapport. Approach the obstacle. Think of how well off the little wife and kids will be on the insurance money. This quiets the nerves. Do not display no fear in fact have no fear—it wont be long now.

I hesitate to write about the jump itself—it is often too funny for words. On arriving near the obstacle tighten the lower legs, the knees, the thighs, flex the ankles, relax the waste, take a deep breath, settle down well in the saddle, incline the upper body slightly forward, sigh, and croon some pretty little song. Do this several times until you feel as tho you just coldn't do anything else. Speak one short, sharp, stuckado word of command. The animal might now be described as 'being in hand.' He will then rise to the jump three times out of 5. So will you. Keep the mouth open during this phase (it will help later). Be sure to keep one leg on each side (near and off) of the horse. Be with yr horse at this time. This is important in that leaving him now would be unfair.

You will notice that his front feet go over first, then yours, then his hind feet. This is natural. On landing dont act is tho you had just come from the old country but give the impression that you fully expected to get there all the time. Scramble nimbly back to where you was before, hands low, chest out, etc. Be nonchalant. Let the horse take at least 3 or 4 steps before setting him sharply back on his haunches.

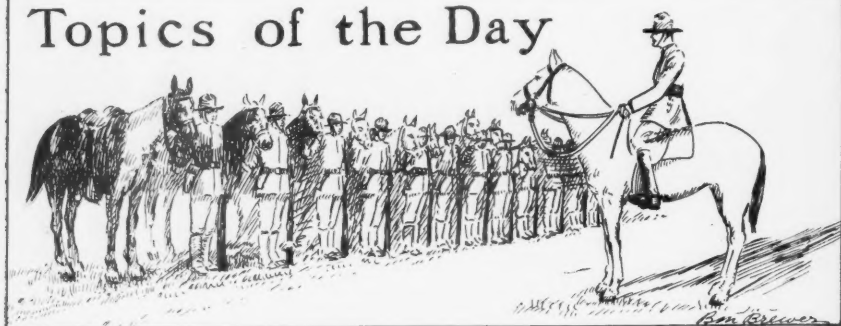
Now that I have finally gotten you over that jump I am all sort of let down. In discussing the forth phase I must give you just a few rules re falling off. When falling, fall good. Select (in advance if possible) some decently soft place to land—both ground and body. Rarely land on the head unless specially prepared by Nature. In landing turn softly on one side and then with the greatest agility, leap to the feet. This will indicate whether you have anything broke. Try this sometime.

In closing I will say I hope you get a lot out of this. Yrs for bigger and better riders.

Yr friend

TOM.

Topics of the Day



The 1928 Olympic Equestrian Team

THE following report, submitted by Major Sloan Doak, Captain of the United States Olympic Equestrian team, gives in brief form the account of the preparation and showing of the team.

On Board S. S. President Roosevelt, August 18, 1928.

Subject: The United States Olympic Equestrian Team.

To: The Chief of Cavalry, Munitions Building, Washington, D. C.

The following report on the operations of the 1928 Olympic Equestrian Team is herewith submitted.

On November 19, 1927, while en route from New York City to Chicago, following the participation of the U. S. Army Horse Show Team at the National Horse Show, I was called to Washington and informed by the Chief of Cavalry that the United States would be represented in the Equestrian events of the Olympic Games to be held at Amsterdam, Holland, from August 8 to 12, inclusive, that Brigadier General Walter C. Short would be manager and that I would be captain of the team. He directed me to take charge of the training of the team.

The tentative plan of procedure for such training contemplated two special training centres; one at Fort Riley, Kansas, with the cavalry element of the U. S. Army Horse Show Team as a nucleus; the other at Fort Sill, Oklahoma, with the artillery element of the U. S. Army Horse Show Team as a nucleus. To these elements were to be added such other military riders and horses as might be suitable and available, as well as any civilian riders and horses that might be suitable and available. From all these sources a team would finally be selected and assembled about May 1, 1928, at Fort Riley for further training.

In accordance with the above plan, Major O. I. Holman, cavalry, and Captain R. C. Winchester, cavalry, were ordered to Fort Riley to join the team. Major A. W. Roffe, cavalry, who was on duty as an instructor in the Department of Horsemanship at the Cavalry School, was able to train with the team during the time he was not otherwise engaged. When actual training began the Cavalry element was composed of the following officers: Major

Sloan Doak, Major H. D. Chamberlain, Major O. I. Holman, Major A. W. Roffe, Captain F. H. Waters, Captain W. B. Bradford, Captain F. L. Carr, Captain R. C. Winchester; while the Artillery element was composed of the following officers: Major C. P. George (in charge), Captain N. J. McMahon, Captain W. H. Colburn and Lieutenant E. Y. Argo.

All the horses of the Army Horse Show Team at Fort Riley and Fort Sill that were considered suitable for the Olympic contests were held in training as were all other suitable horses at these two posts. A request was made throughout the service for a report on all government or privately owned horses that might be suitable and would be available. As a result from this request, five horses were considered from reports sent in, to be suitable to try out, and were shipped to Fort Riley. Of these five, only one horse, named *Fairfax*, owned and loaned by Major J. R. Underwood, Veterinary Corps, was retained. Six civilian owned horses were sent to Fort Riley for trial and eventually none of these was taken abroad.

The combined cavalry and artillery elements trained at Fort Riley from May 1, 1928, to June 2, 1928, the date that the team left for Rye, New York.

The two equestrian events for which the team prepared were, first, the Equestrian Championship or Three Day Event, and, second, the Prix des Nations or Jumping Competition. Roughly, the training for the Three Day Event followed the three general lines—conditioning, schooling and jumping. The conditioning was brought about progressively in order that in the end the horse would be able to complete successfully the endurance phase of the contest, which included road marching, steeplechasing and cross country. The schooling consisted of putting the horse through the various movements that were prescribed for the contest. The training in jumping was over obstacles of these kinds; those that were anticipated to be encountered on the steeplechase course, in the cross country and in the stadium.

The preparation of the horses for the jumping competition followed the two general lines of conditioning and jumping. The conditioning desired was such that the horse could negotiate without undue fatigue as many as sixteen obstacles four feet eight inches in height and many with over a five foot spread and at the rate of fifteen miles an hour. The horses were trained over courses of varied obstacles which included those used in the 1920 and 1924 Olympic Games and those used in Nice and in Holland in 1927. The jumping horses were also schooled for control in direction and pace and for handiness.

In order to avoid the excessive heat of the middle west in the final stages of conditioning and in shipment by rail, arrangements were made through Mr. John McEntee Bowman for the final training of the team to be done at the Westchester-Biltmore Country Club, Rye, N. Y. Accordingly, the final selection of the team was made on June 2, at which time it left for Rye, N. Y. The members selected to compose the team were as follows: Major Sloan Doak, Cav.; Major C. P. George, F. A.; Major H. D. Chamberlain, Cav.; Major A. W. Roffe, Cav.; Captain W. B. Bradford, Cav.; Captain F. L. Carr, Cav.; Lieu-

tenant E. Y. Argo, F. A.; and Captain P. T. Carpenter, Veterinary Corps. The enlisted personnel of the team consisted of: Sergeant Linton Young, Private Charles King, Private Irwin Steele, Jr., Private Willie Johnson, Private Abraham Lacour, Private Leonard Young, Private George Boatzer, all 9th Cavalry; Private Theodore Wise, F. A. S. Det. (Col.), and Sergeant Frederick Gormley, Cav. Sch. Det.

The horses arrived at Rye in excellent condition. Mr. Bowman made available to the team all necessary facilities for training, including excellent stables, construction of all desired jumps and the use of the grounds at Bowman Park. The enlisted men were comfortably quartered near the horses, while the officers were most pleasantly cared for at the Westchester-Biltmore Country Club. Training was carried to its completion by July 10, when the fifteen horses to go were vanned from Rye to Hoboken and loaded on the S. S. President Roosevelt without mishap.

While at Rye, arrangements were made for the purchase of the highest quality of oats and timothy hay for use not only at Rye but for the entire time until our return to New York, thus making unnecessary any change in forage. Also, there were obtained and installed on the ship two treadmills upon which our horses were worked daily at the walk and trot, to preserve their condition. This feature was most successful and enabled us to land our horses in Holland in as good condition as when they went aboard.

On board ship our horses were in box stalls about 9 feet square, each provided with a pinch bar to closely enclose the horse in case of rough sea. The bedding was of peat moss. Here, as in all other place, each horse was provided with individual feed box, hay net, water bucket and salt box. We were fortunate in having a smooth passage over, landing in Amsterdam July 20.

Upon docking at Amsterdam at about 3:00 P. M. we found that General Short, who had preceded us by three weeks, had waiting on tracks on the dock, a special train which carried officers, horses, equipment and forage to Hilversum, about twenty miles from Amsterdam. At Hilversum we were most cordially and hospitably received by all officials. Every possible courtesy and assistance was rendered us by those with whom we were thrown in contact. Ample training grounds were provided to us by a private citizen.

During the eighteen days between landing and the opening of the equestrian events the training and conditioning of the horses of each competition were advanced as far as possible. In view of the amount of rain prevalent in Holland at this time and the probable heavy going that would be encountered during competition, our horses were galloped and jumped in the mud. As many different kinds of jumps as possible were utilized as appropriate heights for the three day horses and for the jumpers. One stiff work-out was given our three day horses eight days after their arrival, and their condition was shown to be excellent.

After close observation of the condition of the horses, the record of their daily performances and bearing in mind the experiences of 1920 and 1924, the

following team for the Equestrian Championship was selected and as required was submitted forty-eight hours before the competition:

- | | |
|-------------------------------|-----------------------------|
| 1. <i>Misty Morn</i> | Ridden by Major Doak |
| 2. <i>Benny Grimmes</i> | Ridden by Major Chamberlain |
| 3. <i>Verdun Belle</i> | Ridden by Major George |
| Reserve. <i>Ozella</i> | Ridden by Captain Carr |

The reserve horse or rider could replace any other horse or rider up to one hour before the beginning of the competition. Contestant were shown over the steeplechase and cross country course after the designation of the team and reserve. *Ozella*, who was considered the surest entry, was placed in reserve especially so that after our looking over the course she could replace what was thought to be the weakest horse of the other three.

The requirements of the Horse Championship were as follows: First day: Schooling of known prescribed movements, value three hundred points; Second day; Endurance, value fourteen hundred points; Third day: Jumping in stadium over an unknown course of twelve jumps at rate of fourteen miles per hour, three hundred points.

The second day in detail consisted of:

- A.—Road march of $4\frac{3}{8}$ miles at rate of 9 miles per hour.
- B.— $2\frac{1}{2}$ miles steeplechase at rate of $22\frac{1}{2}$ miles per hour over 13 jumps.
- C.—9 miles road march at the rate of 9 miles per hour.
- D.—Cross country 5 miles at the rate of 16.7 miles per hours.
- E.— $1\frac{1}{4}$ miles gallop at $12\frac{1}{2}$ miles per hour to finish.

Horses carried one hundred and sixty-five pounds and were penalized very heavily for any overtime. For example: the allotted time in the cross country was seventeen minutes and forty-six seconds. If he were one minute late his time penalty would be two hundred and ten points or over two-thirds of the maximum score, for schooling or jumping. In "A" most of the distance was in soft going. In "B" the footing was good though quite uneven, and some of the jumps were stiff. In "C" about three miles was in very heavy sand, over sand dunes, and about one mile was on brick pavement. In "D" there were more than forty obstacles, which included wide and deep irrigation ditches, most of which had seepy banks for about two feet on each side; solid natural rail fences three feet ten inches high, in some places in front of wide ditches, sometimes as "in and out," sometimes in or beyond ditches, sometimes following a sharp change of direction, and many of them in the latter part of the "cross country" when the horse was most fatigued (these latter caused several falls); five road crossings with ditches on each side of the road, these ditches had vertical banks and some of them with water four feet below surface of ground. The ground was comparatively level, but the course was full of sharp turns which made it impossible to gallop at much speed for any considerable distance. "E" was in sandy going.

After being shown the above course, and from experience in 1920 and 1924 Olympic Games, weighing the relative value of the endurance phase with that of the school or stadium jumping, there was no doubt but that the horses should be chosen for absolute soundness, galloping and staying ability, courage and broad jumping, so long as they could show creditably in the schooling and stadium jumping phases. Bearing the above in mind, *Bennie Grimes* was considered the weakest of the horses originally nominated, and *Ozella*, ridden by Major George, was substituted for him. This gave us a team of three horses, one of which, *Misty Morn*, was 15/16 thoroughbred, and the other two were registered thoroughbreds.

In the schooling phase of the three day test our team was placed tenth out of fifteen nations; two hundred and fifty-six points behind Holland, the leading nation. We had no expectation of standing high in the schooling phase because of the fact that our horses had been in training for such a short time. In contrast, one horse shown by the Holland team was known to have been in training for six years, and competed in the 1924 Olympic Games. The other two horses had been in training for a long period and were thoroughly schooled.

In the endurance phase our team finished first, placing us in second place for the first two days, until we were eliminated as a team by the judges' decision to eliminate *Ozella* because of failure to take one obstacle on the cross country course. Other than the above failure to take one jump, none of our horses were penalized for any cause, and each horse received a bonus for undertime on the "Steeplechase" and "Cross Country," which were the only phases on which a bonus was allowed. The official veterinarian stationed at the finish of the ride, stated that our horses were in better condition than those of any other nation.

In the stadium jumping, the two horses remaining completed the course, one with two faults, the other with six faults. Had *Ozella* not been eliminated any reasonable jumping score that she might have made would have been sufficient to have placed our team second by a wide margin.

The results were as follows:

A—Teams

1. Holland
2. Norway
3. Poland

B—Individual

1. Holland
2. Holland
3. Germany

At the end of the endurance phase after being notified officially that *Ozella* had been eliminated, Captain Carr and I went back to the obstacle in question and checked carefully the markers indicating the course preceding the obstacle. The obstacle itself was a two bar post and rail fence in a depression about

seventy-five yards beyond a right angle turn. We found that the marking was sufficiently faulty at the turn to justify a claim for reinstatement. It was also found, upon investigation of the official records, that eight riders had gone off the course at this point, six of whom regained the course without elimination, the other two being eliminated. The data obtained was submitted with the claim to the Jury of Appeals. Before this claim was submitted, the Secretary of the Dutch Olympic Equestrian Committee stated that he considered our claim a just one, and that he thought undoubtedly the claim would be allowed. However, after much discussion by the Jury of Appeals, the claim was disallowed.

I am sure that our methods of conditioning and training for the three day event were thoroughly correct in every way and second to none, with the one exception that our horses needed more time for training in schooling and should be more highly collected generally when being shown in schooling. The fact that our team, which stood tenth out of fifteen at the end of the schooling phase the first day, was first on the endurance ride on second day, and stood second for the two days (until one of our horses was declared eliminated), and the two remaining horses jumped well in the Stadium—so that our team, without the elimination, would surely have placed us second to Holland—bears out this view. To show the severity of the endurance test, eighteen horses were eliminated and others suffered loss of points by refusals, falls and overtime.

Considering the past performances of the horses for the Jumping Competition, their selection was self-evident. The following team was entered:

1. *Nigra*.....Ridden by Major Chamberlain
2. *Fairfax*.....Ridden by Major Roffe
3. *Miss America*.....Ridden by Captain Carr
- Reserve. *Jack Snipe*.....Ridden by Major Doak

The first three horses actually competed.

The course consisted of sixteen obstacles from four feet four inches to four feet eight inches high with most of them spread between five and six feet and including two "in and outs," double oxer, triple bar, bank and fence, water, fence and bank and fence, gate, stone wall, double bars over water, etc. The course was very reasonable, though a thorough test, and I know that any or all of our horses entered were capable of negotiating the course without fault. However, it was reasonable to assume that any good jumper over such a difficult course, making fifteen miles an hour, with many turns, might make an error at one or more obstacles. None of our horses jumped without fault but each made a very creditable performance. The scores were as follows:

1. *Nigra*—One front knock down—four faults.
2. *Fairfax*—One front and one hind knock down; one run out—totaling eight faults and four faults for overtime.
3. *Miss America*—One hind knock down and front foot in water—totaling six faults.

This gave the team twenty-two faults placing the team eighth out of sixteen entries. The winning team had one horse to go without fault and each one of the other two horses had one hind knock down. Two teams were eliminated and the others had faults ranging from four to sixty-two. Results were as follows:

A—Teams

1. Spain
2. Poland
3. Sweden

B—Individual

1. Czechoslovakia
2. France
3. Switzerland

Upon completion of the contests all horses were in excellent condition. On the morning of August 13th all horses, attendants, equipment, forage and baggage were transported by rail from Hilversum to the dock and loaded on the boat which sailed that afternoon. Though the return trip has not been as smooth as in going over, all horses seem to be standing the trip well.

A great deal of credit should be given General Short for his part in the undertaking. Besides the innumerable requests made upon him, or tasks he assigned himself, he made all arrangements for the grounds for training, construction of obstacles and preparation of courses at Fort Riley, Rye and at Hilversum. At Hilversum and during the contests he planned and carried out without flaw the transportation of horses, and all personnel to and from the several control stations, as well as the functioning of those stations. His preceding the team abroad relieved it, upon its arrival, of all cares concerning getting settled in its temporary foreign quarters.

As always heretofore, Colonel Pierre Lorillard, Jr., rendered immeasurable assistance to the team. In fact it was he who, by taking care of all the finances, made it possible for our country to be represented in the Equestrian events. Besides this great responsibility he accompanied the team to Holland and was always willing to give his services wherever needed. During the intensive training period abroad, he shared with the other members of the team their burdens and attended to the many tasks that could be performed by a non-riding member.

Always during the training for, and actual engagement in, any competition, especially an international one, there are much hard work, trials of patience, perseverance, tension, and sometimes disappointments. Whatever of these that have been experienced by the members of the teams have been cheerfully met and accepted without complaint. I want to take this opportunity to express my appreciation to the members of the team for the loyalty and support they have given me and for their faithful effort to make my task as light as possible.

None has put forth more untiring effort than the enlisted men with the

team. Their hours have been long, their duties varied, their work critically observed, and no matter how great the demand made upon each man, he has cheerfully and in a trustworthy manner more than fulfilled that demand.

During the course of the competition, and in considering the same since its completion, I have come to the following conclusions:

A. Our horses in the three day event were potentially the equal of any team, and superior to all except possibly Holland and Germany. They needed at least one more year to perfect them in the schooling movements. They needed experience in competition over jumps in a stadium. For the endurance phase of the test they were thoroughly fit and had the soundness and courage to finish in excellent time and condition.

B. Our jumping horses were all experienced jumpers, and fully capable of jumping every obstacle on the course. Until the past few months their training has been primarily for showing in American horse shows. This training tends to develop a horse to jump vertical jumps. In the contest at Amsterdam there were twelve spreading jumps and four vertical jumps. Our horses would have been better prepared for such a course if they had been trained over spreading jumps for a long period of time, instead of for the few months that were available. I feel, however, that the horses performed creditably. It is worth noting that the six horses representing the United States, three in the Equestrian Championship and three in the Jumping Competition, four were horses owned by officers, one was purchased privately and presented to the Government for use of the 1924 Olympic Team, and one was purchased during the War under abnormal conditions. Of the three day horses, *Misty Morn* is owned by Major Doak; *Ozella* is owned by Lieutenant J. M. Callicut, F. A.; and *Verdun Belle* is owned by Captain Carr. Of the jumping competition horses, *Fairfax* is owned by Major J. R. Underwood, V. C.; *Miss America* was purchased and presented to the Government; and *Nigra* was purchased by the Government during the War. It is probable that the horses competing in 1932 will be largely privately owned, either by officers or civilians.

As to our riders, their pure riding ability does not suffer by comparison with that of the riders of other nations, and in some cases is far superior. However, some advantage accrues to the foreign riders in that, as a whole, they are more accustomed to competitive riding than are some of our riders. It will be a distinct advance for us when we shall reach that point where the members of our teams are experienced competitive riders.

In closing my report, I would like to make certain recommendations for preparation of a team for 1932.

a. That a definite policy be announced within the near future. This to give individuals a knowledge of what to expect in order that they may work intelligently on such horses as may be available.

b. That not later than January 1, 1930, an officer be designated as Director, Olympic Equestrian Team, with instructions to submit plans for assembling

a team in May, 1930. This director is to correspond to the present team captain and to be a non-participating member of the team. The team to be composed of eight riding members, four for the three-day event and four for the jumping team. One of the four members of each team to be team captain, responsible under the supervision of the director for the training of his team. The director should have absolute charge of the selection of riders, of horses, of assignment of horses to riders, and of training of both horses and riders.

I have been a member of the Olympic Equestrian Teams of 1920, 1924 and 1928. Each time it has become apparent to me that the head of the team, while he should be an active rider and thoroughly familiar with training and international competition, should not be a competitor. I have observed that the better European teams have different riders for the different events. This but carries out the idea of specialization. I believe that only by specialization can we hope to win.

SLOAN DOAK,
Major, Cavalry,
Team Captain.

The Army Horse Show Team at the New York State Fair

UPON arrival in New York on the return from the Olympic Games, several team members left immediately for their new stations. The remainder, under the direction of Major Harry D. Chamberlain, Cavalry, the new Team Captain, shipped at once to Syracuse, to participate in the annual horse show held there in connection with the New York Fair.

Several changes among the horses were made enroute *Fairfax*, *Misty Morn*, *Benny Grimes* and *Verdun Belle* were shipped directly to the destinations specified by their owners. Two horses were added to the string. One was *Buckaroo*, owned by Colonel Pierre Lorillard, Jr., and loaned to the team for the coming year. The other was *The Flirt*, an experienced jumper, loaned by Mr. C. V. B. Cushman, and received at Syracuse.

For the duration of the show, horses and riders were assigned as follows:

Major H. D. Chamberlain—*Nigra*, *George Williams* and *The Flirt*.

Major C. P. George—*Jack Snipe* and *Ozella*.

Major A. W. Roffe—*Buckaroo* and *Star Shooter*.

Captain W. B. Bradford—*Proctor*, *Joe Aleshire* and *Dick Waring*.

Lieutenant E. Y. Argo—*Miss America* and *Shorty Kromer*.

The record of the team winnings during the week of the show was as follows, the numbers in each case indicating the place won by the respective horses:

Class 59, Novice Hunters: 1. *George Williams*; 3. *Ozella*; 4. *Star Shooter*.

Class 60, Green Hunters, Middle and Heavy: 1. *George Williams*.

Class 61, Green Hunters, Light: 2. *Ozella*; 3. *Star Shooter*.

Class 73, Jumpers, Regular Course. Limit Class (i. e., limited to privately owned horses): 2. *Buckaroo*.



Class 37, Saddle Horses, Thoroughbred Type: 1. *George Williams*; 3. *Ozella*; 4. *Star Shooter*.

Class 64, Green or Qualified Hunters, other than Thoroughbred: 1. *George Williams*; 3. *Dick Waring*.

Class 62, Qualified or Green Hunters, Middle and Heavy: 1. *George Williams*.

Class 75, Jumpers, Amateurs to Ride. Limit Class: 2. *Buckaroo*.

Class 63, Qualified or Green Hunters, Light Weight: 4. *Star Shooter*.

Class 57, Jumping for Officers: 1. *Miss America*; 2. *Nigra*; 3. *Dick Waring*; 4. *Proctor*.

Class 66, Hunters, Regular Course: 2. *George Williams*; 3. *Proctor*.

Class 65, Hunters, ridden by Amateurs: 2. *Proctor*.

Class 79, Jumping, Five Foot Class: 1. *Joe Aleshire*; 2. *Nigra*.

Class 55, Officers' Mounts: 1. *George Williams*; 2. *Star Shooter*; 3. *Shorty Kromer*; 4. *Proctor*.

Class 77, Jumping: 1. *Dick Waring*; 3. *Buckaroo*; 4. *Miss America*.

Class 67, Hunter Hacks: 3. *George Williams*.

Class 81, The Scurry Stake: 1. *Proctor*; 3. *The Flirt*; 4. *Buckaroo*.

Class 76, Syracuse Jumper Stake, Limit Class: 2. *The Flirt*.

Class 58, Jumping for Officers, No Wings: 1. *Dick Waring*; 2. *Miss America*; 3. *Jack Snipe*; 4. *Buckaroo*.

Class 78, Jumpers, Special Course: 1. *Joe Aleshire*; 2. *George Williams*.

Class 80, Jumping, Touch and Go: 2. *Buckaroo*; 4. *Dick Waring*.

Class 82, Jumping: 1. *Miss America*; 3. *Nigra*.

Class 83, Jumper Stake: 1. *Nigra*, Champion of Show; 3. *Miss America*; 4. *Dick Waring*; 6. *Joe Aleshire*.

Class 68, Hunter Stake: 1. *Proctor*, Champion of Show.

The Show terminated Friday afternoon. The Army Team carried off a total of fifty-one ribbons, of which fifteen were blues. Among these was the Jumper Stake, won by *Nigra*, and the Hunter Stake and Scurry Stake, both won by *Proctor*. Perhaps the outstanding horse of the show, considering the results in the hunter division, was *George Williams*, a novice hunter, ridden by Major Chamberlin. He is a Remount bred horse, eight years old, sired by *Cock o' the Walk* out of a Remount mare at Front Royal, and is owned by the Cavalry School. He won a total of six blues in the various classes in which entered, and found favor with all as a consequence of his beautiful ring manners, excellent performance and good conformation.

Friday night the team shipped to its home station at Fort Riley. The artillery members continued on to Fort Sill to join the artillery group which is in training there. The cavalry members remain at Fort Riley, together with other officers who have been assigned to the team recently, and will spend the remainder of September and part of October preparing for the international competitions which will take place this fall in New York at the National Horse show.

National Inter-Circuit Polo Championship

POINT Judith won the fourth National Inter-circuit Polo Championship of the United States at Cleveland, Ohio, Sunday, August 26th, when it defeated The Cavalry School team from Fort Riley, Kansas, in the finals by a score of 13 to 8. In the tournament play, which started August 18th, Circuits were represented by the following teams:

Southeastern	Sixth Field Artillery Fort Hoyle, Maryland.
New England	Point Judith, Rhode Island.
Central	Chagrin Valley Hunt Club, Cleveland, Ohio.
Rocky Mountain	The Cavalry School, Fort Riley, Kansas.
Pacific Coast	San Mateo, California.
Southwestern	The First Cavalry Division, Fort Bliss, Texas.

The opening game of the tournament, between The Cavalry School and the Sixth Field Artillery, resulted in a victory for the former by a score of 11 to 8. Overcoming a handicap of four goals in the first two periods, the Fort Riley team, playing the hard-riding, long-shot game of the Western plains, rode on to an impressive victory at Circle-W farm. Led by the onrush of Canon and Morris, who tallied four and three times respectively in the game, the Riley team got away to an early start, scoring six goals in the first three periods. So persistent was their attack that they shot goals in all but the fourth and seventh chukkers. For the artillerymen, McFarland starred at back, making many sensational saves. The line-up was as follows:

Cavalry School 11

Captain V. M. Cannon
 Captain P. H. Morris
 Captain L. K. Truscott
 Captain J. C. Short

Sixth Field Artillery 8 (Earned, 4)

Lieutenant T. F. Keefe
 Lieutenant E. T. Williams
 Lieutenant H. V. Kieffer
 Lieutenant C. N. McFarland

In the second game the driving attack of the First Cavalry Division four swept Chagrin Valley's 1927 Inter-Circuit Championship team from its throne by the decisive score of 9 to 2. This victory was one of sweet revenge for the Border troopers, who lost the 1927 championship at Narragansett Pier to Chagrin Valley in an overtime game 9 to 8. The line-up:

First Cavalry Division 9

Major A. H. Wilson
 Major Terry Allen
 Captain T. E. Voigt
 Captain C. L. Stafford

Chagrin Valley Hunt Club 2

J. A. Wigmore
 David S. Ingalls
 Major W. J. White
 T. H. White

Having drawn a bye in the initial frame, Point Judith and San Mateo lined-up in the third game. When the final whistle blew, the Rhode Island team was in the lead 7 to 5. This victory gave Point Judith the right to meet the winner of the Cavalry School—Cavalry Division match for the national title.

The smart, aggressive team from Fort Riley emphatically defeated the Cavalry Division quartette by a score of 14 to 3 in the fourth game, and by

so doing became the finalist to oppose Point Judith. Starting in a whirlwind, the Cavalry School gained a five goal lead over the Texans, which was increased as the game progressed. At no time did the Border Patrollers hit their stride which marked their overwhelming victory over Chagrin Valley three days before. The line-up follows:

Cavalry School—14 (Earned, 13)

Captain V. M. Cannon
 Captain P. H. Morris
 Captain L. K. Truscott
 Captain J. C. Short

First Cavalry Division—3

Major A. H. Wilson
 Major Terry Allen
 Captain T. E. Voigt
 Captain C. L. Stafford

The results of these games brought Point Judith and the Cavalry School together in the finals. The latter with victories over the Sixth Field Artillery and the First Cavalry Division to its credit, was unable to overcome the 8 to 1 lead chalked up by Point Judith in the first half of the final game played in Cleveland Sunday. The Easterners did not need the two goals handicap allowed them by Fort Riley as they outscored the Army players in earned goals 11 to 8.

For Point Judith, Bostwick, Post and Gerald Dempsey each scored twice in the first half. In the second half Riley rallied and during the last four chukkers outscored their opponents 7 goals to 5. But it was too late, and the contest ended with the game and the 1928 Inter-Circuit Championship in possession of the youthful Rhode Islanders. The team line-up:

Point Judith—13 (Earned, 11)

G. H. Bostwick
 William Post
 Gerald H. Dempsey
 J. C. Rathbone

Cavalry School—8

Captain V. M. Cannon
 Captain P. H. Morris
 Captain L. K. Truscott
 Captain J. C. Short

Junior Championship Polo Tournament

AFTER defeating the fast Roslyn quartette by a score of 13 to 3, the Army Junior polo team relinquished its claim to the Junior Championship of the United States by losing in the finals to the Old Oaks of Rumson, New Jersey, by a score of 12 to 8.

The 1928 Junior Championship Tournament, which was played at the Philadelphia Country Club, and started Monday, July 16th, drew out five good teams: Old Oaks, Philadelphia, Roslyn, Aiken, and the Army. The withdrawal of Aiken left Old Oaks paired with Philadelphia, and the Army matched against Roslyn in the semi-finals. The first game resulted in an 18 to 4 victory for Old Oaks. The second was won by the Army 13 to 3. This brought Old Oaks and the Army together in a final game marked by what was probably as clever an exhibition of polo as was ever played in a Junior Championship Tournament.

Play started with a rush. Jones took the ball from the first throw-in, galloped down the field with it, but shot wide. For several minutes the Army

continued to threaten. However, Old Oaks four soon hit its stride, and immediately jumped to a 3 to 0 lead, due in part to our weak and costly hitting in defense of goal. Patton started the Army's scoring on a short drive in the second period. Cooley followed with a tally. On the next throw-in Jones picked out the ball, and got away on a brilliant run down the field for a score. In the third period the Army drove its offense into Old Oaks territory time after time, only to miss goal by inches. Balding's long shot from near center field was the only goal.

With the score 6 to 2 against them, Army players staged a sensational rally in the fourth that netted them four goals in rapid succession, Smith and Jones repeatedly got away from the Rumson players and, hitting clear and hard, each scored two goals. Several saves by Huthsteiner successfully blocked the Old Oaks' attempt to score. At the end of the first half the teams were tied 6-6.

Passing up the usual intermission, the two opposing teams opened the fifth period in aggressive play. Borden scored thirty-nine seconds after the throw-in. Jones again evened matters soon after with his fourth tally. Shortly after the bell Patton put the Army into the lead for the first time with a goal from scrimmage. This was the Army's last goal, and constituted the turning point of the game.

From then on the Old Oaks forged ahead, scoring five times before the game ended. Four of these were made by Cooley and one by Borden. In the last three periods the Army could not stem the tide of the Old Oaks advance, and were thrown back on the defensive. The game ended in a 12-8 victory for Old Oaks.

Except for some costly missing which resulted in several goals for Old Oaks in the early periods, and two mounts that were pulling in the later part of the game, the Army team compared very favorably with Old Oaks.

Observers of the tournament have remarked that, in general, the class of mounts used was superior to that of most Junior Championships. A look at the names of the players, some of whose strings are very well known, will indicate the truth of this statement. This is certainly the case with the Army players, whose mounts compared favorably with those of any team in the tournament, not only in handiness and speed, but in condition and stamina as well. In this connection, Army followers will be interested to note that about half of the mounts used by the Army players were privately owned.

The line-ups and score of the three games were as follows:

First Match, July 16

Old Oaks, 14		All-Philadelphia, 4	
Mr. J. C. Cooley (5)	.....	Mr. Barclay McFadden (4)	.....
Mr. A. B. Borden (4)	.....	Mr. Wister Randolph (4)	.....
Mr. Gerald Balding (5)	.....	Mr. B. K. Gatins (5)	.....
Mr. H. W. Williams (5)	.....	Mr. C. S. Lee (6)	.....
Earned, 14		Earned, 4	

Referee: Mr. R. E. Strawbridge, Jr.



Second Match, July 17**U. S. Army, 13**

Lieut. M. McD. Jones (4)	Mr. A. Charles Schwartz (3)
Maj. C. C. Smith (4)	Mr. E. A. S. Hopping (6)
Maj. G. S. Patton, Jr. (4)	Mr. H. E. Talbott, Jr. (5)
Capt. G. E. Huthsteiner (5)	Mr. N. S. Talbott (4)
Earned. 12; Hcp.. 1	Earned, 3

Referee: Mr. C. S. Lee

Final Match, July 21**Old Oaks, 12****U. S. Army, 8**

Mr. J. C. Cooley (5)	Lieut. M. McD. Jones (4)
Mr. A. B. Borden (4)	Maj. C. C. Smith (4)
Mr. Gerald Balding (5)	Maj. G. S. Patton, Jr. (4)
Mr. H. W. Williams (5)	Capt. G. E. Huthsteiner (5)

Referee: Mr. C. S. Lee

**Animal Allowance and Replacement**

THE following named officers have been designated as a board to study the allowances of animals in the Army, their distribution, and their replacements required: Major Mathew H. Thomlinson, Infantry; Major James J. O. O'Hara, Cavalry; Major Charles L. Scott, Quartermaster Corps; Major Rene E. de R. Hoyle, General Staff; Major Marion O. French, General Staff; Captain Miles A. Cowles, Field Artillery.

This board will consider the advisability of any further reduction of animals in the Army by reason of possible further motorization. It will also recommend any further increase in motor transportation deemed desirable in lieu of present animal transportation.

Figures furnished by the Remount Service, Quartermaster Corps, indicate that there were approximately forty-thousand animals in use during the Fiscal Year 1927 at the various posts, camps, and stations, in the Regular Army throughout the United States and its insular possessions.

**The Retiring Secretary-Treasurer-Editor**

MAJOR KENNA G. EASTHAM, Cavalry, who on Major Bradford's departure for the Philippines in February, 1928, became Secretary and Treasurer of the U. S. Cavalry Association and Editor pro tem of the CAVALRY JOURNAL, pending the arrival in Washington of an officer to take over these duties, was relieved August 15 from duty with the Association in order to pursue the 1928-1929 course at the Army War College.

The Saddle Horse as a Jumper

MR. GURNEY GUE, a veteran writer on horse topics in the *New York Herald-Tribune*, took exception to Lt. Col. John A. Barry's article on Jumping Horses in our April number, and the following appeared in the *Herald-Tribune* of May 27:

Lieutenant Colonel John A. Barry, formerly director of horsemanship at The Cavalry School of the United States Army and a judge of jumpers and military horses at several shows in this vicinity last season, is not an ardent admirer of the American saddle-bred horse, as he sees him.

"Why can't they jump?" he asks in a recent issue of *THE CAVALRY JOURNAL*, and then answers his question by saying: "In my opinion because, first, they have, or make, little or no use of the neck at any gait (the way it is set on prevents full use); second, they are, as a class, stiff in the loins, and, third, they have no withers, and poor shoulders."

Whew! Charles E. Trevatan said nothing quite as sweeping and severe as this when he condemned the American saddle horse as "a discredited and vanishing type" some twenty-odd years ago. It is to be regretted that Charles L. Railey, of Kentucky, is not now living to answer Lieutenant Colonel Barry as he answered Mr. Trevatan. If my memory is not at fault, Mr. Railey then cited the record of awards in championship classes at the National Horse Show to prove that two-thirds of the winners had been saddle horses of this breed, competition being open to all, regardless of breeding.

The record of more recent years tells substantially the same story, not only in the championship classes but in other saddle classes, and at all the important horse shows of the country as well as the National Horse Show. Records of the market confirm those of the show ring. At public and private sale the saddle-bred horse has for fifty years and more met the demands of equestrians in New York and elsewhere far better than any other breed or type, and has commanded the highest prices.

To say that he makes little or no use of his neck, is stiff in the loins and has no withers and poor shoulders is to controvert the established opinion of an overwhelming majority of the buyers, users and judges of saddle horses.

Col. Barry replied as follows:

Newark, N. J., June 19, 1928.

Mr. Gurney Gue,
Herald-Tribune,
New York, N. Y.

Dear Mr. Gue:

If you can spare me the space I'd like to reply to your remarks on a recent article by me appearing in *THE CAVALRY JOURNAL*.

My article was on *Jumping Horses—Horses That Jump*, and in discussing the breeds that have produced the best jumpers, I stated that saddle-bred horses as a rule were not good jumpers and gave my opinion as to why they were not. You headed your article, "Lt. Col. Barry criticizes *U. S. Saddle*

Horses." I simply stated the well-known fact that as a rule he doesn't jump and gave my opinion as to the reasons. I did not and do not criticize him for his inability to jump. He is neither bred nor intended for jumping. I was at pains to state that "The saddle horse has many useful and ornamental fields but the jumping field is not, I think, for him." I had not and have not the slightest intention or desire to criticize the saddle horse as a saddle horse. Would it have been offensive to their respective breeders or users, if in an article on the saddle horse, I had stated the well known fact that neither hackneys, nor coach horses, nor Percherons, nor Suffolk Punches, as a rule produce good saddle horses? Your article, I think, would lead a reader who had not read mine, to infer that I had launched a diatribe against the saddle horse. I did no such thing. With your arguments for the saddle horse, as such, I take not the slightest exception. You state in effect that "THE SADDLE HORSE HAS FOR 50 YEARS AND MORE MET THE DEMANDS OF EQUESTRIANS IN NEW YORK AND ELSEWHERE FAR BETTER THAN ANY OTHER BREED OR TYPE AND HAS COMMANDED THE HIGHEST PRICES." Of course you do not intend the "ELSEWHERE" to include the HUNTING or SHOW-JUMPING STABLES of the country. If the saddle horse is a jumper why does he not appear in appreciable numbers in those stables? I am sure you will admit that he doesn't.

Also you failed to state WHAT "DEMANDS" the people of New York and elsewhere made upon the saddle horse. Certainly not Jumping nor Cross-country-riding. My remarks were on the horse that JUMPS. I have no quarrel with people who don't like the jumping type of horse and fully realize that the majority of horses now ridden are not of that type. But, it happens that my article, which you criticize, was written for a service paper, 99% of whose readers belong to the cavalry and that these readers do, for the most part, like a jumping horse. Furthermore, it is a fact that their duties in peace and war, when mounted, require that general type of horse. On the contrary, jumping ability is no more a requisite of a park saddle horse than it is of a coal-wagon horse.

I gave my opinion as to the reasons saddle horses did not, as a rule, jump—"Because they make little or no use of the head and neck, because, as a class, they are stiff in the loins and because they have no withers and poor shoulders,"—All, of course, in contrast, to the jumping horse.

You state in effect, that "PRESENT AND PAST RECORDS OF THE SHOW RING SHOW THAT TWO-THIRDS OF THE BEST-HORSE-IN-THE-SHOW CLASSES HAVE BEEN WON BY SADDLE HORSES." Granting that he win all such classes, what has it to do with his jumping ability?" Nothing! Nor is it a vital argument in favor of his shoulder or wither. Many times in these classes, I've voted for the saddle horse,—which is to say that in my opinion he more nearly approached the ideal of *his* type than did the others theirs. It is not to say that he had withers or sloping shoulders. It is well known that, by and large, the best hunters of the country are not shown,

they are hunted; all, or nearly all of the best saddle horses of the country are shown. As to movement of the head and neck:—A show-ring saddler must carry it steady, it must not move; his neck and head are "Put On" with this idea in view:—A jumper must and does make violent use of his head and neck, and they are "Put On" with this in view. As to the shoulder and wither—a good cross-country horse usually has at least a fairly sloping shoulder and a wither fairly well outlined,—look at him: The average SHOW-SADDLE-HORSE, CONTRASTED IN THESE RESPECTS with the hunter suffers:—Go and look at the champion saddle horses or their pictures. This general lack of shoulder, slope and height of withers apparently is not disqualifying for the saddle horse. The cross-country horse *must* have them.

In conclusion permit me to reiterate that I made no criticism of the saddle horse as such and would be the last to detract from his popularity or decry his prestige in his rightful field. As a cross-country horse or jumper I do not choose him, said so, and gave some of my reasons.

Sincerely,

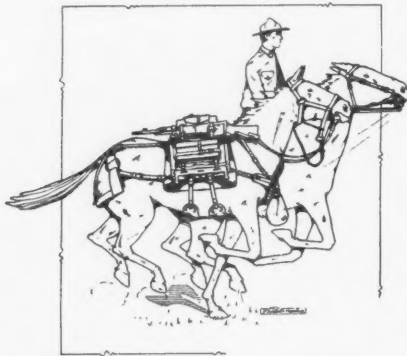
JOHN A. BARRY.

Cuban Cavalry Officers with the United States Army

IN conformity with a request from the Cuban Government, the Secretary of War has authorized that Cuban Cavalry officers be attached to the United States Army as follows:

First Lieutenants Jose Pastor Rodriguez y Sanchez and Juan Estevez y Marsan: Troop Officers' Course, The Cavalry School, Fort Riley, Kansas, commencing September 15, 1928.

First Lieutenant Aurelio Martinez y Villalobos and First Lieutenant of Cavalry Francisco Cocio y Villalta to the Fifth Cavalry, Fort Clark, Texas, for one year.





Progress of the Cavalry Rifle and Pistol Team

WITH the National Matches at the threshold and the nation's rifle and pistol enthusiasts rapidly trekking in to take their places on the firing line in order to display their individual merits with the weapons of their choice; with others arriving in groups with high hopes of placing their state teams on top during the national team matches and the service teams all set and primed, this year's National Rifle and Pistol Matches will bring about many new distinguished marksmen, both as individuals and as teams.

After about three months of intensive, but interesting training, the Cavalry Rifle and Pistol Teams have arrived at the scene of National Match, all in the peak of condition and looking forward to the competition with great hopes this year.

The actual training of the team this year started about June 2, 1928, and was held at Fort Riley, Kansas. The Cavalry School was an ideal spot for the training of a team to participate in the National Matches. Aside from ideal weather conditions, which prevailed throughout the training period, and an excellent national range entirely turned over to the team for practice, the greatest cooperation in every detail was given by everyone concerned at Fort Riley towards turning out a winning cavalry team.

At the beginning of the tryouts at Fort Riley, approximately forty-eight candidates were assembled, representing every cavalry regiment or separate cavalry unit in the United States, thus affording the team captain, Captain A. H. Norton, 8th Cavalry, an excellent cross section of the best shots available from the cavalry arm of the service.

The first two weeks of training consisted of firing over the national rifle course about once a day and firing over the national pistol course daily, thus enabling the candidates to target their rifles and pistols and get themselves accustomed and fit for the rigors of competitive firing. At the completion of this stage of early training the Cavalry Matches were held, they forming an

annual event held in conjunction with the training of the team. These matches always afford plenty of interest and result in keen competition for the various trophies and medals awarded each year. The results of the Cavalry Matches this year were as follows:

Two Hundred Yard Off Hand Match: won by Sergeant Messier, 4th Cavalry.

One Thousand Yard Championship Match: won by First Sergeant Nowell, 11th Cavalry (Fort Bliss Trophy).

Regimental Team Championship: won by 11th Cavalry.

Rapid Fire Championship: won by Sergeant J. H. Swift, 2nd Cavalry.

Individual Championship Match: won by Sergeant Christensen, 2nd Cavalry.

Holbrook Trophy awarded to the highest man during the rifle elimination: Sergeant J. Jensen, 7th Cavalry.

Sergeant Jensen, 7th Cavalry, also won the trophy awarded for the high man in the pistol elimination.

During the pistol eliminations First Sergeant B. H. Harris, 1st Cavalry, made a score of 284, which is believed to be a world's record. Sergeant Harris was National Pistol Champion of the United States as a result of winning the National Individual Pistol Match at Camp Perry in 1927.

After the Cavalry Matches were over, the more serious training period was entered upon, that of the elimination course. During this stage the candidates fire over the National Match course ten times for record, at the end of which the squad was almost cut in half, being reduced to twenty-four members. This stage of the training was completed on or about the 10th of July, 1928. The remaining twenty-four members, for the next two weeks, participated in a series of individual matches similar to those held at Camp Perry each year. As a result of these matches another elimination took place reducing the squad to fourteen members, the final selection to represent the cavalry in the National Matches. Many of the old favorites seen from year to year at the tryouts, including many distinguished marksmen, were outshot by new blood and as a consequence gave way to the new and less experienced shots, all as the result of the keen competition throughout the training period. During the final stages of the training of the members finally selected to constitute the team, the time was devoted to the short ranges and rapid fire training; this with the idea of preventing a possible recurrence of difficulties encountered last year at these particular stages of the National Matches. The results of this training has found the team on a much higher plane than that which existed at the same time one year ago.

The personnel, picked as a result of the tryouts to represent the cavalry at Camp Perry, is as follows: Capt. A. H. Norton, 8th Cavalry (team captain); 1st Lieut. I. P. Swift; 1st Lieut. J. H. Phillips, 2d Cavalry; 1st Lieut. C. A. Burcham, 7th Cavalry; 1st Lieut. C. J. Harrold, Cavalry; 2nd Lieut. Don Carleton, Cavalry; 2nd Lieut. R. Bridgeman, 4th Cavalry; 1st Sgt. B. H. Harris, 1st Cavalry; Sgt. J. Adams, 12th Cavalry; Sgt. J. B. Jensen, 7th Cavalry; Sgt. W. D. Reynolds, 2nd Cavalry; Sgt. E. Yeserski, 8th Cavalry;

Sgt. J. Elliot, 7th Cavalry; Sgt. S. Blazejeveski, 3rd Cavalry; Sgt. R. McDaris, 8th Cavalry; Sgt. E. Messier, 4th Cavalry; Sgt. Wilzewski, 8th Cavalry.

In addition to the ideal conditions afforded at Fort Riley for actual training of the team in firing both the rifle and the pistol, The Cavalry School is ideally located in the state of Kansas and affords many facilities along recreational lines; plenty of time was devoted by both men and officers on the squad to recreation. Officers had plenty of opportunity to ride, play polo, golf, tennis and swimming while the men enjoyed their spare time in taking long hikes out over the hills, fishing in the Kansas and Republican rivers, horse-shoe tournaments, hand ball and swimming. Throughout the entire training of the team, work and play was well balanced and as a result the team arrived at Camp Perry, Ohio, in the peak of condition—physically—and in a high state of morale for the National Matches.

Cavalry School Graduation Events

LIKE the smallest of school boys the students of the Cavalry School welcomed May 30th as it marked the last day of classes and the start of that gala display of equestrian competition which continued up to graduation day on the ninth of June.

The opening event was the final day's races of the Cavalry School Race Meet held on the new Riverside Course. The feature steeplechase races were closely contested, all entries taking the fences well and finishing closely bunched so that every winner was extended on crossing the finish line. The day's racing was marred when *Tantalizer* fell over the Liverpool and the rider, Captain Waters, suffered a few broken bones. Major Franklin, Captain Berg, Captain Carpenter, and Lieutenant Frierson were among the winners.

The Lorillard cup is competed for by members of the Advanced Equitation Class on their Olympic Prospects, Green Jumpers and Green Polo Ponies. The Olympic Prospect phase was a three-day event with a cross country, schooling and jumping phase. The leaders in this event changed often and not until the last class was over were any places assured. The final standings placed Lieutenant Bosserman, Cavalry, first; Lieutenant Kitts, F. A., second; Lieutenant Stewart, F. A., Third.

The Patton Cup event was changed from past years due to the change in the saber course. It consisted of a double run on the new course, each head counting five points. This cup was won in perfect form by an entry from the National Guard Class, Lieutenant J. E. Davisson, Pennsylvania National Guard. Lieutenant G. W. Bailey placed second. This is the first time that this cup has left the hands of the troop officers class.

The Standard Stakes, that lucky or luckless event, was more popular than ever this year with some ninety entries. The conditions were changed slightly, by eliminating the bottle at the rifle range and substituting a target on which

the number of the hits counted. Again the fording of the river had to be eliminated due to the high water. The finish resembled a collecting station for the sick and exhausted. The final results showed that the first two men over the finish line had fallen below on the rifle range and the first money went to Captain G. I. Smith, the third man to finish. Captain Ernest Williams, 13th Cavalry, turned in a record that will be hard to beat by placing second this year after two straight wins in 1926 and 1927.

The Cavalryman's Cup is a new award this year and promises to be one of the finest awards given at the Cavalry School. It is presented for all around excellence in both competitions and academic standings as determined on the terrain exercise. This year it was closely contested by a half a dozen members of the troop officers' class and the last event finally determined that Captain Gyles Merrill, Cavalry, was the winner.

Perhaps the most popular award of any prize was the award of the Booth Bowl for the most outstanding horseman of the year at Fort Riley. Major Elkin L. Franklin, 2nd Cavalry, a winner in most of the race meet events, a keen competitive rider, an excellent polo player and a participant in all mounted sports, was selected by the Committee as our most outstanding horseman.

Captain Ray Maddocks prepared the 1928 Night Ride and turned out one of the finest competitions ever held at the cavalry school. The ride covered 56 miles and was laid over a course covered by maps and aerial photographs. The course lead northwest to Milford, then north and east to points east of Riley Center, then south to Keats, and back to the Post through Ogden. The problem was based on an officers reconnaissance patrol, the information it brought back being of increasing value the earlier it returned after 3:00 A. M. The ride was controlled by situations given at certain points along the route. The solution of these problems counted 50 per cent of the total points allowed. It would have been difficult to have selected a night better suited to the purpose. It was pitch black, and later turned to local thunder and rain storms so that part of the way was made under difficulty. One of our bold riders was so unfortunate as to run into a Kansas cyclone. Having been blown from his horse he was forced to return alone. The winner, Lieutenant Burnside, turned in his mount *Preston Brand*, to cool off at 3:31 A. M., some six hours after his start at 9:00 P. M. Close behind him came Lieutenants Sancombe and Burcham, both of whom were later eliminated due to lame horses. From then on till noon of the following day the weary night riders came straggling into camp half dragging or carrying their mounts. Many of the entries covered from seventy to eighty miles being unable to follow the scent. Major John Bohn pulled in at 9:37½ A. M. proudly sitting on the front seat of a Ford truck with his lame horse nicely bedded down behind. He stated that he was only practicing resourcefulness. After the mornings' judging, Lieutenant Burnside still remained first and Captain J. C. Macdonald was placed second.

The cup awarded for the best average score in all competitions went to Lieutenant Walter Burnside, the winner of the Night Ride.

The 1st Platoon, Captain A. W. Roffe, instructor, won the platoon championship.

The following is a list of winners in other events:

Advance Class Charger Prospect: Captain I. G. Walker, Cav.; Advanced Equitation Class Green Polo Pony Class: Captain Marion Carson, Cav.; Combined Pistol and Saber Competition: Lieutenant I. P. Swift, Cav.; Advanced Equitation Class Olympic Prospects: Lieutenant L. J. Stewart, F. A.; National Guard and Reserve Officers Jumping Indoors: Lieutenant J. B. Cannon, Cav. Res.; Troop Officers' Remount Competition: Lieutenant S. P. Walker, Cav.; Horseshoeing Judging: Captain M. I. Voorhes, Cav.; National Guard and Reserve Officers Point to Point Ride: Lieutenant S. A. Marshall, Cav. Res.; Indoor Jumping, Troop Officers: Captain W. V. D. Ochs, Cav.; Outdoor Jumping Troop Officers: Captain K. B. Wise, Inf.; Green Polo Ponies: Lieutenant R. B. Bosserman; Jumping for Officers on Duty with School Troops: Captain S. H. Griffin, Eng.; Officers Charges: Major W. M. Grimes; Advanced Class Jumping: Captain J. B. Wise, Cav.; National Guard and Reserve Officers Jumping Outdoors: Lieutenant J. F. Reynolds, Cav. Res.; Ladies Jumping: Mrs. P. C. Febiger; Advanced Equitation Class Green Jumpers: Captain V. M. Cannon; Team Jumping: 2nd Platoon Troop Officers' Class.

First Cavalry Notes

SINCE June 1st the regiment has engaged in range practice, firing by squadron. The target season terminates on August 31st, except for the Machine Gun Troop, which has the month of September to complete its thousand inch and long range practice. It is expected that a very satisfactory percentage of qualification will be reached throughout the regiment. The tentative mounted pistol and saber course has met with distinct approval.

Several officers of the regiment have been ordered transferred to Fort Riley, either for the course or to a regiment thereat. Major Harding Polk has left for the Army War College, and Major John P. Wheeler for duty at Texas A. and M. Captain L. L. Gocker goes to Fort Benning for the course. Several other officers are under orders to join.

Summer Activities, Fort Myer, Virginia

THE 3rd Cavalry (less 1st Squadron) has been engaged all summer in training of the civilian components of the army.

The Virginia Military Institute, R. O. T. C., spent a six-week period of training ending the latter part of July.

The C. M. T. C. students, Cavalry section, were in training during July and August, approximately one hundred and seventy-five trainees from the 3rd

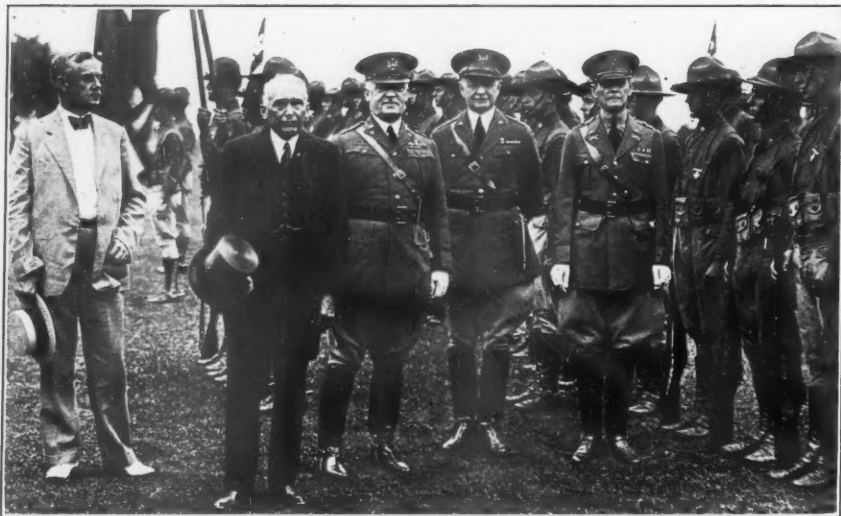
Corps Area at large spending four weeks at the post. From reports of parents all had a most enjoyable stay.

During the C. M. T. C. Honorable Doctor William Culbertson, American Ambassador to Chile, addressed all candidates on the subject of citizenship. Doctor Culbertson was so well pleased with his reception that after the conference he stayed for luncheon and later in the afternoon was sworn in to the military service as a Reserve Major in the Military Intelligence Department.

Our distinguished Chief of Staff, Major General Charles P. Summerall, addressed the candidates on the occasion of the oath of allegiance ceremony. We were also honored on that day by the presence of our Chief of Cavalry, Major General Herbert B. Crosby, the Judge Advocate General, Major General John A. Hull, who administered the oath of allegiance, and Brigadier General Herbert O. Williams, commanding the 16th Infantry Brigade.

On Parents' Day, two hundred parents and guests of the candidates attended the field day and dress parade. The field day consisted of dismounted events in the forenoon and mounted events in the afternoon. Medals were awarded all winners and places in individual events. The Commanding General 3rd Corps Area was represented by Colonel Robert S. Knox, C. M. T. C. Officer.

At the graduation ceremony we were most fortunate in having as a guest a distinguished statesman, Secretary of State the Honorable Frank B. Kellogg, who gave a brief address to the candidates. Major General B. H. Wells Acting Chief of Staff presented the awards and medals following the address by the Secretary of State.



Secretary of State Kellogg Inspecting the C. M. T. C., Fort Myer

Dr. E. G. Dexter of the Veterans of Foreign Wars, Secretary Kellogg, General H. O. Williams, Commanding 16th Brigade, General Bryant H. Wells, Deputy Chief of Staff, and Colonel Guy V. Henry, 3d Cavalry, Commanding Fort Myer.

The officers of the 306th and 307th Cavalry concluded a week's tour of active duty with the regiment late in August. All training was practical, the lecture and conference periods having been reduced to two hours. The reserve officers have had command of the regular troops on practice marches, drills and tactical exercises. All tactical exercises have been worked out by the regimental commanders, first as tactical rides and later with the troops.

Troop F left the post to attend the fair at Cumberland, Maryland. They presented some of the events which are to form a part of the winter exhibition rides. Each of the troops of the regiment will attend one fair during September and October.

The regiment (less the 1st Squadron) completed the annual tactical inspection on August 9th. Colonel I. C. Jenks, Chief of Staff 3rd Corps Area, and Colonel Frank L. Case, Assistant Chief of Staff, G-3, conducted the inspection for the Corps Area Commander who was absent with the Olympic Team. At the conclusion Colonel Jenks released to the press a statement complimenting Colonel Henry, the regimental commander, on the tactical ability of the troops, the high state of training and the excellent appearance of men and horses.

In addition to summer training activities the regiment has performed the usual garrison duties and functions in connection with funerals at the Arlington National Cemetery.



Sixth Cavalry Summer Training and Polo

TROOP F of this regiment left Fort Oglethorpe about the first of June for Camp Knox, Kentucky, to remain ninety days. The personnel of Troop F acted as instructors, etc., for the C. M. T. C. and the National Guard organizations that trained at Camp Knox this year. The remainder of the regiment spent the summer doing the same kind of work in Fort Oglethorpe.

The C. M. T. C. was considered quite successful as the work and entertainment was continuous and not a single man requested to return home due to homesickness. As there were more than six hundred students, this record speaks well for the officers in charge. The National Guard organizations training at Fort Oglethorpe included the 109th Cavalry, one squadron of which was from Tennessee, the other from North Carolina, a part of the 23d Cavalry Division, Alabama National Guard, consisting of the Division Headquarters Troop, 55th Machine Gun Squadron, the 127th Engineer Battalion Mounted, and the 1st Squadron of the 108th Cavalry, Georgia National Guard. Two R. O. T. C. units also trained at Fort Oglethorpe: the medical unit of the Vanderbilt University and the cavalry unit from the University of Georgia.

The Sixth Cavalry team, winner of the Southern Circuit Polo Championship last year, and composed of the following: Lieutenants L. K. Ladue, Hugh Culton, T. Q. Donaldson, R. E. Ireland, and Captain M. F. Meador, has been

entirely broken up. The only one remaining is Lieutenant R. E. Ireland, who is captain of the present Sixth Cavalry Team. Due to a very rainy year, the training of ponies and the playing of polo has been handicapped. However, the outlook is becoming much more favorable; many new players have joined the regiment and a number of young officers have taken up polo. With their assistance in work on a number of pony prospects, success is in sight for the fall playing.

The present team is composed of Lieut. A. W. Johnson, one, Lieut. F. deL. Comfort, two, Captain G. X. Cheves, three, and Lieut. R. E. Ireland, back, with Lieut. H. Reed as substitute. This team defeated the Governor's Horse Guards from Atlanta, on August 22, with a score of thirteen to five; a second game will be played on August 25th. The Horse Guards were in summer camp at Fort Oglethorpe, being Troop C of the 108th Cavalry, Georgia National Guard.

During the fall, games are expected with the Fort Benning School Team at Fort Oglethorpe, during the Chattanooga-Fort Oglethorpe Horse Show, and later in the tournament at Atlanta, where the representative teams of the Southern Circuit will compete.

Plans have been completed and prizes published for the Chattanooga-Fort Oglethorpe Annual Horse Show, which takes place at Fort Oglethorpe mornings and afternoons of October the nineteenth and twentieth. There are thirty-four classes, with a total prize list valued over seven hundred dollars. The judges will be non-residents of the vicinity of Chattanooga and Fort Oglethorpe.

On September fourth, Troops A, B, E and Headquarters will leave for Catoosa Springs Target Range to fire the nineteen twenty-nine season. These organizations will be followed by Troop F and the Machine Gun Troop.

Organization Day, Tenth Cavalry

BY way of remembering the past, the 10th Cavalry celebrated the sixty-second anniversary of its organization on July 28. The regiment assembled at the flagpole at 8:30 o'clock; all enlisted men and officers who had joined since last organization day formed a provisional troop. Lieutenant Colonel Lewis Brown, Jr., administered the oath of allegiance of the 10th Cavalry to the provisional troop, after which it presented the standard and colors to the regiment. Colonel Douglas McCaskey presented the Shipp Cup, which is awarded each year to the most distinguished soldier, to First Sergeant Rosen T. Brown of the Machine Gun Troop. After this, Second Lieutenant R. W. Curtis delivered a brief summary of the history of the 10th Cavalry from its organization to the present day. Colonel McCaskey then made a short talk to the regiment.

At 1:00 o'clock dinner was served by each troop mess to the enlisted

men and their families, the officers and their families and the friends of the regiment. This was followed by a baseball game between the 10th Cavalry and the 25th Infantry, the 10th being victorious. The celebration ended with a dance for the officers at the Officers' Club and the annual military ball for the enlisted men at the Buffalo Club.

11th Cavalry Notes

SINCE the publication of the last 11th Cavalry notes, this regiment has experienced nearly every phase of cavalry training. We have conducted our combat firing, concluded our field training, undergone the vicissitudes attendant on a Corps Area Commander's tactical inspection, assisted in the organization and conduct of Camp Del Monte, one of the largest C. M. T. C. camps in the country, and now we are concluding a successful summer with the training of a Reserve Cavalry Regiment. We know that our time has been full and that we have been hard pressed to accomplish all that was desired, but from the results obtained we feel that we have successfully delivered the goods—which is a source of general satisfaction to officers and men alike.

Major General John L. Hines, the Corps Area Commander, inspected the garrison late in March, arriving one Sunday afternoon. The next morning a review of the entire command was held for the General on the post parade ground. Following the ceremony all troops marched to Gigling reservation under an assumed situation. A march outpost was established while the troops were making camp. All afternoon and during the night it rained, as only in California it can rain when it sets its mind to it, but the work went on quietly without a hitch. The General expressed great satisfaction with the conduct of the troops under the adverse weather conditions.

During the last week in April the 1st Squadron marched to Gigling to conduct its combat firing. The weather was perfect throughout the week and in addition to being a very successful training period, this time proved to be very enjoyable. At the end of the week the 1st Squadron returned to the post and the 2nd Squadron marched to Gigling for its combat firing.

During the next month each troop went on a practice march of several days while the remainder of the regiment sent large fatigue details to Camp Del Monte to get it in shape for the C. M. T. C. camp held there in July.

From July 1-30 the 2nd Squadron with a few officers and non-commissioned officers from the remainder of the regiment attached was stationed at Camp Del Monte as a training cadre for the C. M. T. C. squadron. The squadron, which was commanded by Major Frank Ringland, maintained the high standard set in previous years by winning the highest awards presented at the camp.

On August 1st a farewell review of the 11th Cavalry (less 2nd Squadron) and the 2nd Battalion, 76th F. A., was held in honor of Colonel Leon B.

Kromer, 11th Cavalry, upon his relief from the command of the regiment and the Presidio of Monterey. During the review all officers, non-commissioned officers and guidons of the command assembled in front of the reviewing stand and the Colonel gave a brief and very moving farewell address. When Colonel Kromer left the next day for Washington he took with him the sincere regrets and best wishes of every member of this garrison.

The Chief of Cavalry visited the post on August 7th and a review of the regiment was held in his honor that morning. Later General Crosby motored to Gigling to see a demonstration staged by the regiment for the benefit of the reserve officers on duty here at the time. The General talked to the officers of the regiment in the afternoon and congratulated them upon the showing made during the day's work.

Organization Day, 12th Cavalry

THE twenty-seventh birthday of the 12th Cavalry was celebrated with a Field Day and Horseshow at Fort Brown, Texas, on June 28th and 29th, 1928, respectively. Also a series of polo games was played with the officers of the 17th Mexican Cavalry, stationed at Matamoros, on the 27th and 29th of June and 1st of July, which were part of the Organization Day exercises.

The Field Day included the usual dismounted races: one hundred yard dash, two hundred and twenty yard dash, four hundred and forty yard dash, eight hundred and eighty yard run; jumping both broad and high; potato, three legged and shoe races, while the mounted events consisted of rescue, Roman, Pony Express, Cossack and one mile relay races, as well as mounted tug-of-war and wrestling. Added interest was given to the events by the entry of enlisted men of the 17th Mexican Cavalry in the Roman and Cossack races and an exhibition of mounted pyramid riding by the latter.

Undaunted by the extremely warm weather, an unusually large number of citizens of the Lower Rio Grande Valley witnessed the Horseshow on June 29th. The classes were as follows: Best Turned Out Officer's and Trooper's Mount; Prize Cavalry Squad; Escort Wagons; Officer's Open Jumping; Enlisted Men's Open Jumping; Officer's Chargers; Ladies Three Gaited Saddle; Touch and Out Jumping; Best Trained Trooper's Mount; Officer's and Enlisted Men's Pair Jumping; Polo Bending Race.

Five officers of the 17th Mexican Cavalry were entered and participated in each of the officer's classes, with most creditable performance—Captain Garza, one of their number, placing third in the Officer's Open Jumping.

The team cup for the troop winning the greatest number of points for places in the combined Field Day and Horseshow was won by Headquarters Troop, with a total of seventy-nine points; Troop A and Machine Gun Troop tied for second place with a score of sixty-two.

Fort Brown won the polo games scheduled with the 17th Mexican Cavalry

on the 27th and 29th of June and 1st of July, with a rather wide margin. The latter team played under a decided handicap, however, in as much as this was the first opportunity its members had of playing together in some months, due to two of their players being absent on detached service. In spite of such adverse circumstances the Mexican team put up a very aggressive game throughout and displayed remarkably good sportsmanship. The playing of this series and the participation of the Mexican officers in the Horseshow has accomplished much toward a closer relationship between the 12th U. S. Cavalry and the 17th Mexican Cavalry, garrisoning the sister cities of Brownsville and Matamoros.

Headquarters Troop won the championship of the Fort Brown baseball league in the final series of games with Troop B on August 15, 1928.

A series of six baseball games were played between the Fort Brown and Fort Ringgold teams as follows: At Fort Brown on July 28th, 29th and 30th,—Fort Brown winning each of the games; and at Fort Ringgold on August 4th, 5th and 6th, Fort Brown again successfully carrying off the honors for all three games. As a result of this series of games it is reported that Corporal Wisomirsky, Troop B, 12th Cavalry, pitcher for the Fort Brown team and who made such an excellent showing, has been signed up by the Chicago White Sox.

2d Squadron, 12th Cavalry Notes

THE 2d Squadron, 12th Cavalry, has been doing the usual garrison duties and the quarterly Training Trophy was won by Troop F commanded by Captain Edward M. Fickett. The competition included a troop mounted inspection, equitation, jumping and combat firing.

Troop E marched to McAllen, Texas, and spent a week there assisting with the Fourth of July celebration of the American Legion.

Lieutenant Greenhalgh has been transferred to the 13th Cavalry at Fort Riley, Kansas, and Lieutenants Dugan and Evans have been ordered to Riley to the Troop Officers Course. Captain John P. Scott has been relieved to go to Organized Reserve Duty at Dubois, Pa. Captain Henry M. Shoemaker has reported for duty and has taken command of Troop F.

Thirteenth Cavalry Activities

THE 13th Cavalry was represented at an unusually interesting and historic event on August 1st, when a composite troop made up of one platoon each from Troop "B," "E" and "F," formed the guard of honor at the dedication of the first territorial capitol of Kansas. Ten thousand people gathered in the blazing sun on Pawnee Flats along the Kansas River to witness the ceremonies of dedication.

The 13th Cavalry Troop met the official party composed of General Paulen,

Senator Curtis, Republican Vice Presidential-candidate, President Carl Gray of the Union Pacific and other high officials of the railroad company, and escorted it from the west Camp Funston Gate to the Old Capitol Building. Here the animals were unsaddled, watered and fed after which the men were guests of the Union Pacific at an old fashioned barbecue luncheon. They then attended the ceremonies incident to the dedication, and at 4:30 P. M. participated in a review of the Kansas National Guard that was encamped at Camp Whiteside on the reservation, and closed the exercises with a splendid saber charge.

Despite the heat and the absence of many officers from the Regiment, interest and enthusiasm in polo remains constant. During June and July the two Regimental Teams "A" and "B" played teams from the 2nd Cavalry and from the Academic Divisions of the school. These matches continued with the return of the Black and Gold team from Fort Leavenworth. Matches were played between the "A" team and the Black and Gold. At the same time "B" team entered the junior handicap tournament for local teams and went as far as the finals only to be defeated by the 2nd Cavalry team in an extra period.

The Regiment has been engaged in the usual summer duties, devoting a large part of its time to rifle and pistol practice.

In the latter part of July, Troop "A" was ordered to Fort Leavenworth for duty with the C. M. T. C. Advantage was taken of the move to make an experiment of transporting the troop by motor trucks. A simple frame work was built on the ordinary motor truck and six horses with six men and complete equipment were carried on each vehicle. The march of one hundred and twenty miles was effected in two days with great success and the troop arrived in excellent condition ready for immediate service. The details of the movement have been officially reported to the War Department by Colonel Aubrey Lippincott who originated and directed the entire movement.

Fourteenth Cavalry Notes

THE Commanding General, VII Corps Area, Major General Harry A. Smith, and Brigadier General Alfred W. Bjornstad, made their annual tactical inspection of the troops of the 14th Cavalry stationed at this post on May 18. The troops under command of Colonel Lindsey, marched to the vicinity of the target range for the tactical exercise. The Corps Area Commander expressed satisfaction with the state of training of the regiment.

The regimental polo team made up of the following officers: Major John D. Kelly, Captain P. S. Hayden, Lieutenants Charles H. Martin, James W. Walker and George W. Busbey, attended the polo tournament held at Fort Leavenworth in June. Through the efforts of Colonel Lindsey an attractive polo pavillion has been erected on the polo field. This structure adds greatly to the appearance of the field.



Target practice was completed on June 13th, the final average shows a percentage of 81.9 for the Second Squadron and Headquarters Troops.

The Citizens' Military Training Camp opened on August 1st. A troop of one hundred and twenty-five students under command of Captain John H. Maher is making exceptional progress with their training.

Major General Herbert B. Crosby paid the post a visit on August 16th. After an inspection of the troops of the post and the C. M. T. C., General Crosby received the officers on duty at the post and made an interesting address on future plans and organization of the Cavalry. Colonel Lindsey entertained at dinner at the Wakonda Country Club in honor of his distinguished guest.

The members of the garrison are overjoyed at the news of the promotion of Colonel Hamilton S. Hawkins to Brigadier General, and who will take over the command of our brigade on September 1st upon the retirement of Brigadier General Alfred W. Bjornstad.



The 1st Armored Car Troop

By CAPTAIN HAROLD G. HOLT, *Cavalry*

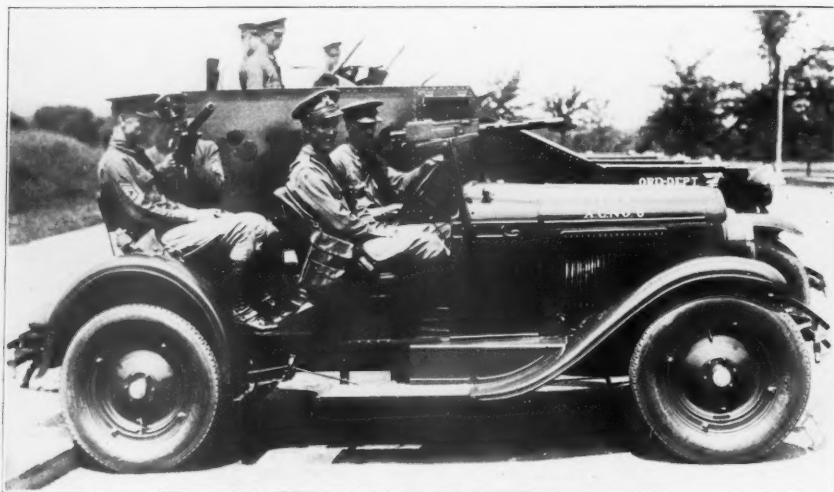
GENERAL Orders No. 5, Hq. Third Corps Area, dated February 7, 1928, authorized the organization of the Provisional Platoon 1st Armored Car Troop with a strength of one officer and twenty-three enlisted men. On February 11th Captain Harold G. Holt, 9th Cavalry, was relieved from duty as an instructor in Horsemanship at the Cavalry School and ordered to Fort Myer to organize the platoon. On February 29th, fourteen men were transferred to the platoon from the 3rd Cavalry—five of these were attending The Motor Transport School at Holabird.

On March 27th the platoon with a strength of one officer and eighteen enlisted men moved to Holabird and started to find out what makes an automobile go.

May 25th the platoon—one officer and twenty-one men—left, by truck, for Fort Bragg and Fort Benning to bring eight experimental trucks back to Holabird. The distance of eight hundred and seventy-five miles to Fort Benning was covered in three and a half marching days. The trip back, by way of Fort Bragg, total distance of nine hundred and twenty-five miles, was covered in five days. The convoy consisted of one and a half to five ton trucks.

From the 8th to 30th of June was spent building imitation armored car bodies on experimental trucks, loaned by the Commanding Officer, Holabird Intermediate Depot. On July 2nd we regretfully left our kind friends at Holabird and moved to Fort Leonard Wood to become part of the Experimental Mechanized Force.

General Orders No. 19, Hq. Third Corps Area, dated July 10th, 1928, changed the Provisional Platoon 1st Armored Car Troop to the First Armored Car Troop with an authorized strength of two officers and forty-seven men.



Armored Car, Light T-1

By the 1st of August the troop was at full strength except for Lieutenant P. A. Noel, Cavalry, who joined from duty at Boise High School on September 1st.

On July 20th the non-commissioned officers and drivers went to Harrisburg, Pa., by truck and drove our new equipment—two Light Armored Cars—Pontiac, and four Medium Armored Cars—La Salle, back to Fort Leonard Wood. August 18th we entertained the Chief of Cavalry and his friends at an exhibition in Potomac Park, and were nearly arrested by the Park policeman.

From July 1st to September 20th the troop formed a part of the Experimental Mechanized Force at Fort Leonard Wood. During this time a great deal of valuable experience and training in marching, reconnaissance, scouting, patrolling, combat and maintenance of equipment was secured.

The troop which has men from the Cavalry, Field Artillery, Coast Artillery, Engineers, Quartermaster Corps, Tank Corps and Motor Transport Corps is now looking forward to and preparing for the twenty-four hundred mile march to Fort Bliss by the way of Leavenworth and Fort Riley. We hope to step off on October 11th. Speed the day.

The following is a brief description of the equipment at present issued to the troop:

Armored Car, Light T-1. Weight, 2500 pounds; Engine, Pontiac, 6 cylinder, 40 B. H. P.; Crew, 3 men (1 driver, 2 gunners); Armament, two .30 calibre machine guns, rear gun on antiaircraft mount; Cruising radius, 150 miles.

The car is armored against .30 calibre bullets in front of the driver. It is built on a standard chassis equipped with 32" x 6.20" balloon tires. It has four wheel brakes, and standard equipment. The chassis has a 108 inch wheel-base and is equipped with shock absorbers. The car carries five thousand



Armored Car, Medium T-2
Assistant Secretary of War Davison inspecting the equipment

rounds of .30 calibre ammunition. It resembles very closely the present "cross country car" except for the armor, machine guns and six cylinder engine provided instead of a four cylinder. The windshield has been replaced by one-fourth inch armor of sufficient height to allow the driver to look over the top easily and a belt of armor covers the back of the front seat. A machine gun is mounted over the windshield, served by the gunner seated on the right of the driver. The tonneau is open and has a machine gun mounted on it ready for fire against aerial or ground targets. Two removable seats are provided in the tonneau for use if desired. The speed is that of the ordinary stock car.

Armored Car, Medium T-2. Weight, 5500 pounds; Engine, La Salle, 8 cylinder, 60 B. H. P.; Crew, 4 men; Armament: one .30 calibre machine gun; Cruising radius, 150 miles.

The one-eighth inch armor plate is proof against the service bullet at all ranges above 80 yards and against the armor-piercing bullet at ranges above 780 yards. The car carries 7,200 rounds of .30 caliber machine gun ammunition. A sub-machine gunner is seated next to driver. There are ports in the armor for pistol or rifle fire. The car is built on a 125-inch wheelbase 1928 chassis, equipped with disc wheels to mount 32" x 6.75" balloon tires. The machine gun can be elevated above the level of the roof. A sub-machine gun and probably a 37 mm. gun will also form part of the armament. The speed of the car on the road is that of an ordinary seven-passenger, eight-cylinder

touring car. It has a folding armored top which can be close so as to afford overhead protection when needed. Habitually, however, the top will be open and the crew will fire over its sides. The total height of the car is seventy-two inches. The rear springs are reinforced to carry extra weight.

Fort Sheridan Horse Show

THE Fourth Annual Fort Sheridan Horse Show was held July 13 and 14, 1928, in the show ring on the main parade. A record number of entries and a large attendance made the show a success.

The show was given to raise money for the Army Relief Society, the Public School education of post children, and other activities for which no provision is made.

Principal members of the committee conducting this affair were: Major General Paul B. Malone, Honorary President; Colonel Perry L. Miles, Chairman; Captain William C. Chase, Executive Officer; Lieutenant Mark C. Neff, Treasurer, and Lieutenant Wilmer G. Bennett, Secretary.

The usual hunters, jumpers, military, three and five gaited saddle classes were held and all classes were well filled.

The following named gentlemen judged this show: Saddle Horses: Mr. Walter Palmer, Detroit, Michigan, and Mr. A. S. Thompson, Paducah, Kentucky; Hunters and Jumpers: Major Charles L. Scott; Polo and Military Classes: Colonel George T. Langhorne, Lieutenant Colonel Ben Lear, Jr., and Captain Harry H. Baird.

Army competitors received the following awards:

Three-Gaited Saddle Horse:—Fourth, *Lady Annabelle*, Capt. Wm. C. Chase, 14th Cavalry.

Polo Ponies (bending race):—Fourth, *Half Pint*, Capt. Thomas W. Ligon, 14th Cavalry.

Hunters:—Fourth, *Pathfinder*, Lieut. T. J. Randolph, 14th Cavalry.

Novice Hunter:—Won by *Sugar Babe*, Lieut. Col. L. J. Owen, M. C.

Olympia Jump:—Second, *Bootlegger*, Lieut. Wm. M. Burgess, 14th Cavalry.

Touch and Out:—Won by *Hulio*, Lieut. Wm. M. Burgess, 14th Cavalry.

Amateur Owners' Class:—Third, *Black Rock*, Capt. C. A. Shannon, 14th Cavalry.

Jumping Sweepstakes (amateurs only):—Second, *Bootlegger*, Capt. E. M. Barnum, 14th Cavalry.

Officers' Chargers:—Won by *Uncle*, Capt. Thomas W. Ligon, 14th Cavalry; second, *Sugar Babe*, Lieut. Col. L. J. Owen, M. C.; third, *Powerful Katrinka*, Lieut. Col. C. R. Mayo, 14th Cavalry; fourth, *Bootlegger*, Capt. E. M. Barnum, 14th Cavalry.

Troopers' Mounts:—Won by *Jerry*, Troop B, 14th Cavalry; second, *John*, Troop B, 14th Cavalry; third, *King*, Troop A, 14th Cavalry; fourth, *Deacon*, Troop A, 14th Cavalry.

Escort Wagon:—Won by Service Company, 2d Infantry; second, 1st Squadron, 14th Cavalry; third, Service Company, 2d Infantry; fourth, Troop B, 14th Cavalry.

Machine Gun, Howitzer or Signal Cart:—Won by Company D, 2d Infantry; second, Headquarters Company, 2d Infantry; third, Company D, 2d Infantry; fourth, Headquarters Company, 2d Infantry.

Prize Cavalry Squad:—Won by Troop A, 1st Squadron, 14th Cavalry; second, Troop B, 1st Squadron, 14th Cavalry.

Reserve Officers' Jumping:—Won by *Cadge*, Lieut. T. Berlin; second,



**Powerful Katrinka, Mrs. C. R. Mayo up, Two Bits, Capt. Ligon up,
in pair class at Fort Sheridan Horse Show**

Bunk, Capt. H. S. Potter; third, *Eddie*, Lieut. Richard Hemwald; fourth, *Bonthead*, Lieut. Norman Pate.

Officers' Jumping:—Won by *Pathfinder*, Lieut. J. Randolph, 14th Cavalry; second, *Bootlegger*, Capt. Barnum, 14th Cavalry; third, *Abie*, Capt. Shannon, 14th Cavalry; fourth, *Sugar Babe*, Lieut. Col. L. J. Owen, M. C.

Officers' Pair Jumping:—Won by *Bootlegger* and *Hulio*, Capt. J. O. Lawrence, 14th Cavalry, and Lieut. W. M. Burges, 14th Cavalry; second, *Big Chief* and *Snowball*, Lieuts. W. M. Burness and D. H. Nelson, 14th Cavalry; third, *Caroline* and *Craps*, Capt. Wm. C. Chase, 14th Cavalry, and Capt. Hans Nachtigall, M. C. Reserves; fourth, *Powerful Katrinka* and *Two Bits*, Lieut. Col. C. R. Mayo and Capt. T. W. Ligon, 14th Cavalry.

Enlisted Men's Jumping:—Won by *Bottle*, Cpl. Batten, Troop A, 14th Cavalry; second, *Bootlegger*, Sergt. Wilson, Troop A, 14th Cavalry; third, *Two Bits*, Pvt. Olsen, Troop B, 14th Cavalry; fourth, *Spud*, Cpl. Wierzba, Troop A, 14th Cavalry.

Field Training of the 51st Cavalry Brigade

THE field training period of the 51st Cavalry Brigade under the new tables of organization, and also with all the units stationed within the State, took place this year from June 17th to July 1st, at Pine Camp, New York. The brigade is organized now with its Headquarters Troop on Staten Island and the Commanding General, Brigadier General Mortimer D. Bryant and his headquarters in Brooklyn. The 101st Cavalry, in command of Colonel James R. Howlett, has its home station in New York City, the Second Squadron, formerly Squadron A, being stationed in Manhattan and the balance of the units in Brooklyn. The new 121st Cavalry, commanded by Colonel Kenneth C. Townson, which received its federal recognition shortly before going to camp, is composed of units with home stations in various cities in upstate New York.

The camp was considered the most successful one ever engaged in by the brigade as Pine Camp is excellently situated for mounted work, the large area permitting very satisfactory conduct of maneuvers, as well as allowing for saber courses and for mounted pistol courses.

An interesting feature of the training this year was the test of a combination saber and pistol course. The brigade this year was sadly handicapped by the "pooling" of federalized horses from other States which necessitated leaving at home stations the excellent private mounts which the various units own. Each regiment had its own full strength mounted band which, in addition to their regular duties, provided much enjoyable entertainment.

The Sixth Annual Horse Show was held on Thursday, June 28th, and was considered by all the most successful horse show the brigade has ever held. There were over two hundred entries and several thousand spectators witnessed the various events. The judges were former Senator James W. Wadsworth, Jr., Lieutenant Colonel John A. Barry, Cavalry, DOL., Mr. Norman Van Voorhis and Captain James S. Wadsworth, Cavalry Reserve. Each event was keenly contested with the result that the prizes were very evenly distributed throughout the various units of the brigade. The Platoon Competition was won by Troop E (Squadron A), 101st Cavalry, the Championship Jumping by the bay gelding *Ginger* owned by Troop G, 121st Cavalry, of Geneseo, N. Y. The Point Trophy was won by Troop F (Squadron A), 101st Cavalry. The performances in the jumping classes were most excellent. It required several jump-offs before decisions were made in any of the classes. The Polo Pony Class was considered by the judges as having the best entrants of any show in the country. The jumping course was a replica of the Olympic Course used by the National Horse Show.

The morning of the horse show a review was tendered to former Senator James W. Wadsworth, Jr., who had given so much of his time and effort to get an upstate regiment and who was a former member of the Geneseo Troop. One of the features of this review was the presentation of the Brigade Efficiency Guidon by General Bryant to Troop C, 101st Cavalry.

During the encampment the brigade had the pleasure of visits from The Chief of Cavalry, Major General H. B. Crosby; The Chief of Field Artillery, Major General Frank T. Austin; The Commanding General New York National Guard, Major General William N. Haskell; Brigadier General Booth; Brigadier General Peter E. Traub, commanding Madison Barracks; Colonel Adolphe Huguet, Senior Instructor of Infantry; Lieutenant Colonel George B. Comly, of the Militia Bureau, and several other officers of note.

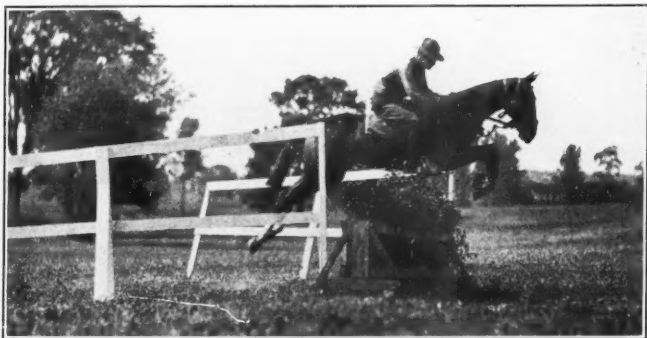
305th Cavalry Active Duty Training

THE active duty training of the 305th Cavalry from July 7th to 21st was one of the most successful tours in the history of the regiment. Twenty-seven officers of the regiment were ordered to Colebrook, Pennsylvania, attached to the 52nd Cavalry Brigade, Pennsylvania National Guard, under command of Brigadier General Edward C. Shannon.

A complete, comprehensive, and well-balanced schedule was carried on under the most pleasant weather conditions. The officers of the regiment were attached to their corresponding troops in the 104th Cavalry, Pennsylvania National Guard, and every member of this organization did everything possible to make the camp pleasant as well as instructive for the Reserve officers.

In this year's training Colonel W. I. Forbes, commanding the regiment, was called upon to detail officers of the 305th Cavalry as assistant instructors to the Regular Army instructors in charge of the field problems for the squads, platoons, troops, etc., of the National Guard organizations. This was fine experience for the officers of the regiment and in every case the Regular instructors reported the work of the Reserve officers as excellent.

Captain E. E. Young, the regimental supply officer, donated a beautiful silver trophy to be given, in the name of the regiment, to the troop of the 52nd Cavalry Brigade who qualified the greatest number of men in the combined pistol and saber mounted course. This trophy was won by the First City Troop of Philadelphia.



Lieut. H. A. McKinley, 305th Cavalry, in Open Jumping Class, 62nd Cavalry Brigade Field Meet

Retirement of Major Edgar S. Gardner, Finance Reserve

WITH the retirement of Major Edgar S. Gardner, Finance Reserve, to the Auxiliary Reserves on reaching the age limit, the 62nd Cavalry Division has suffered the loss of an active and enthusiastic officer. Prior to accepting a reserve commission, Major Gardner assisted the organization of the 305th Cavalry by donating office rooms for the regiment and gave much time and labor to promoting the C. M. T. C. activities in Philadelphia. On accepting a commission in the Finance Reserve, Major Gardner was assigned as Division Finance Officer, 62nd Cavalry Division.

While, previous to this time, Major Gardner had had no experience in that one most important weapon of the Cavalry, the horse, he at once entered into the spirit of the Cavalry branch by attending the equitation class at that time conducted by Colonel H. R. Smalley and afterward by Major J. M. Thompson, executive officers of the 305th Cavalry.

Major Gardner not only carried on his finance work, but set a great example to the officers of the 305th Cavalry by a record of 100 per cent attendance at all inactive phases of cavalry training for the year.

306th Cavalry in Camp

THE regiment under the command of Colonel John Philip Hill assembled at Fort Myer, Virginia, for its annual period of active duty training on Sunday, August 12th. Twenty-one assigned and four attached cavalry officers attended. Lieut. Daniel C. Fahey, Infantry Reserve, was also attached with a view to transfer to the cavalry. Eight enlisted recruits attended.

On arrival the officers were assigned tents in the camp established opposite the Officers' Club and were taken into the 3rd Cavalry Officers' Mess. The Enlisted Reservists were attached to the Machine Gun Troop, 3rd Cavalry, where they lived and messed.

An extremely interesting schedule was drawn up for the two weeks' training, the first week being devoted to demonstrations and basic instruction in equitation, technique of arms, etc., the second week calling for a march to the Camp Simms target range in Maryland and mounted instruction with the pistol and saber.

The day's work commenced at 6:00 A. M. with 15 minutes' setting-up exercises. After breakfast officers assembled at 7:30 A. M. at the stables for the morning period of instruction, which lasted until 11:30 A. M. The afternoon period was from 1:00 P. M. to 5:00 P. M., after which every one was free until the following morning.

On Wednesday afternoon of the first week Colonel Hill conducted a tactical ride for the officers, illustrating cavalry operating against a small mechanized force at the outbreak of hostilities. The situations included the

march orders for a regiment establishing an advance guard contact with the enemy and the development of his strength and launching the regiment in attack.

On Friday a tactical problem was held as a continuation of the tactical ride based on the same general situation. All troops of the 3rd Cavalry were



Officer of the 306th Cavalry on the Sabre Course

used for this problem, being officered entirely by the officers of the 306th Cavalry. This problem terminated in a dismounted attack against an enemy position near the southern end of the drill ground.

On the evening of Friday, August 17th, Colonel Guy V. Henry, Commanding Fort Myer, held a delightful reception at his quarters, inviting all of the officers in camp to meet the Chief of Staff of the Army, General Summerall, and the officers and ladies of the garrison.

— 0 —

308th Cavalry Training

THE records for this regiment show that fifty-seven Reserve Officers took part in some phase of the training for the fiscal year ending June 30, 1928. The authorized war strength is fifty-eight Reserve Officers.

Twenty-six hundred and fifteen hours were earned on inactive duty and three thousand and eighty during the fourteen-day active duty period, or an average for our war strength of one hundred hours per officer for the year. The actual strength is seventy-eight Reserve Officers. In addition, there was a great deal of time spent in individual riding and pistol shooting, for which no credit was given. Reserve Officers of other branches earned seven hundred hours of instruction credits participating with the 308th Cavalry. Thirty-six officers of the regiment were enrolled in the correspondence school. In all, eighty-four conferences were held with a total attendance of Reserve Officers, Enlisted Reservists, ROTC and CMTC of two thousand three hundred and twelve.

Thirty-three assigned officers of the 308th Cavalry, with Colonel Josiah L. Reese commanding, attended active duty training from July 8 to July 21, 1928, at Mount Gretna, Pa., with the 52nd Cavalry Brigade, Pennsylvania National Guard. The officers were assigned to their corresponding organization of the 103rd Cavalry, some working with troops and some as assistants to the Regular Army instructors on tactical exercises on the combat ranges.

309th Cavalry on Active Duty

L T. COLONEL WARREN FAIR, commanding the 309th Cavalry, and twenty other officers of the regiment, participated in two weeks' active duty training at Fort Oglethorpe, Ga., during the period July 15 to July 31, inclusive.

The active duty training period affords the only opportunity for the officers of the 309th to get together as a unit, and this gave Captain H. F. Rathjen, Cavalry, the new Regimental executive, an opportunity of meeting a good many of the officers that it would not have been possible for him to meet otherwise, as the members are widely scattered throughout the States of Florida, Tennessee, North Carolina and South Carolina.

The officers of the regiment were very much pleased with the training received and the reception and treatment given them by the 6th Cavalry. They were very enthusiastic and unanimously voiced the sentiment, that they wanted to come back next year and hoped that funds would be available so that the whole regiment could attend.

A new regimental insignia has been adopted and approved by the War Department and the members of the regiment are rapidly being equipped with same.

315th Cavalry Training

THE 315th Cavalry finished a successful year of training and have started their plans for another year. Although the regiment had no regular army executive until spring, monthly tactical problems were carried on in Boston and Providence. The instructor was Captain Galen A. Russell, 315th Cavalry, a graduate of the Reserve Officers' course at Fort Riley.

Equitation classes twice a month were conducted in Boston by Captain Russell and in Providence by Captain Harold C. Thomas, 315th Cavalry. The regiment did not go to camp this year but is looking forward to its field training next summer. Captain Vance Batchelor, Cavalry, is now regimental executive officer.

1st Squadron, 103d Cavalry Notes

THIS squadron had a most successful period of field training at Mount Gretna, Pa., from July 7th to July 21st, inclusive. It received the much-coveted streamer, "Best Squadron in 52nd Cavalry Brigade." This was especially significant in view of the high commendation given the brigade by the Chief of Cavalry on the day of the Governor's review.

Much of the training was of a competitive nature; the results of which showed this squadron to have the high average in seven out of nine competitions.

The one regret of the camp was the fact that this was the last year under the supervision of Colonel John S. Fair, as Instructor of Cavalry in the State, due to his transfer to Washington on September 1st. His whole-hearted and unselfish interest in the brigade helped every unit attain a high standard of efficiency. The officers and men of the regiment presented him with a silver platter bearing an inscription and the 103d cross sabres in gold.





From Colonel to Subaltern. By LIEUTENANT COLONEL M. F. McTAGGERT. 238 pp. Illustrated. Chas. Scribner's Sons. \$5.00.

Reviewed by Major B. T. Merchant, Cavalry

From Colonel to Subaltern by the well known British writer on horse training, Lieutenant Col. M. F. McTaggart, published in this country for the price of five dollars per copy, is well worth that amount and more.

All of Col. McTaggart's former books need no introduction to the horse lover or trainer, but as is so often the case with books delineating any one subject, they have been—until this one—perhaps a trifle too technical for the lay mind. *From Colonel to Subaltern*, however, is as readable as the lightest fiction, and while it is a valuable book outlining the care and training of one's horse, it is so interesting and wittily written that even the veriest tyro among horse enthusiasts may read it with profit while chuckling.

It embraces a series of letters from a retired British Cavalry Colonel to his son, the Subaltern, and most amusingly does the former give excellent advice to the latter, which if used by all of us who handle horses would improve the health and happiness of our equine friends and our own satisfaction in their development. The delightful pen and ink sketches which illustrate the book are by an anonymous artist, and they furnish a good half of the entertainment of the volume.

If you want to learn something relative to the care of a "Gee-Gee" in a most diverting way, my advice to you is to pay out the five necessary dollars and take home with you *From Colonel to Subaltern*.

Pistol and Revolver Shooting. By A. L. A. HIMMELWRIGHT. 240 pp., with illustrations. The Macmillan Company, New York. \$1.00.

The author states in the introduction: "While numerous standard works have been written on the subject of rifle shooting, there is comparatively little information available on pistol and revolver shooting. The object of this volume is to supply practical information on the subject. The author has attempted to treat the subject in a clear and concise manner, keeping the size of the volume as small as practicable and so as to be conveniently carried in the pocket. Particular pains have been taken to give sound advice and elementary instruction to beginners."

While the text adds little concerning the technique of shooting the hand weapons beyond the standard methods of the service manuals, the volume places in a handy and readable form detailed information on modern pistols and revolvers, ammunition, ballistics and sights. An interesting chapter on position is fully illustrated by cuts of famous shots in action.

Long Lance. By CHIEF BUFFALO CHILD LONG LANCE. 278 pp., with illustrations. Cosmopolitan Book Corporation, New York. \$2.50.

Born a member of the Blood band of Northern Blackfeet, the author lived, through his early youth, the nomadic existence of the plains Indian before the coming of the white man. During this period the tribe took part in the ceaseless warfare of the hostile tribes in which the Blackfeet earned the name of "Tigers of the Plains," and the ideal set before the youth was the crafty warrior and the mighty hunter. The life of the author during this era was that of the Indian unaffected by contact with the whites. The later career of the author, after learning the white man's tongue, was one of scholastic and athletic achievement at Carlisle and Manlius. Then having received an appointment to West Point, the descendant of fighting tribesmen sacrificed his dream of becoming an officer in our army and joined the Canadian forces in 1916, where he had a distinguished career from private to captain and returned several times wounded and decorated for gallantry.

With this unique background, Chief Long Lance can describe for the white reader the life of the plains Indians as it was at the time when our early military forces entered the scene and battled for the west. Many as have been the accounts of the early experiences of the whites, this narrative forms one of the few really authentic pictures of the contemporaneous life, customs and traditions of the Indians who opposed them. The Spartan training of the youth, the barbarous tests in making a brave, the daily problems of food and shelter, the family life, the customs of warfare, their tactics, all form fascinating reading. Incidents such as the sacrifice of the tribe's pony herd in the mountain snows, the round up of wild horses and the detailed description of their methods of breaking and training these mounts for immediate use give an intimate and absorbing interest to this unique record of the Indian.

Tamerlane. By HAROLD LAMB. 340 pp. Illustrated. R. M. McBride & Co. New York. \$4.00.

The many readers of Lamb's *Genghis Khan* will welcome this life of Timur the Lame. The author, building on a foundation of scholarly study of contemporary records, presents the life of the great Tatar conqueror of the fifteenth century in a fascinating panorama of oriental intrigue, luxury and constant warfare.

Though only the son of a minor chieftain of a Tatar clan, pledged to the support of degenerate descendants of Ghengiz Khan, Timur became lord of eastern Asia and died on the road to conquest of China. Like the Great Khan, he first took advantage of the clan feuds surrounding him and became master of Samarkand. From this city as his base he struck successively to the north against the Golden Horde and to the west into Persia. Reducing the steppes of Russia, the great city of Tabriz and rich Iran to his overlordship, he built his capital, Samarkand, to unheard-of architectural and cultural heights. The loot of treasure, art and impressed scholars from the conquered countries were devoted to heightening the magnificence of the city during the ensuing ten years of peace. The great caravan routes from Cathay and India to Europe passed through his lands and tremendous wealth in customs were collected in return for his organized protection of the commerce. Then Timur's lust for conquest led him on a short campaign into India and reduced that source of wealth to his control.

At the end of the century Timur's Tatar horsemen were again in Asia Minor, answering the challenge of the lords of Egypt and Turkey. Damascus destroyed, the Egyptians pursued through the Holy Land, he turned on Bayazid, the Turkish master of eastern Europe, and crushed him in a great cavalry battle. Now master of the gates of Europe, the Tatar leader apparently scorned the comparatively poor European lands and returned to Samarkand.

Through a series of campaigns in which he had never suffered defeat, Timur had now extended his sway to the north, south and west to the limits of Asia. Insatiable in his

desire for complete mastery, the aged leader turned to the east to win China. On this expedition he died.

The greatest figure of his time, little authentic detail of Timur's life and campaigns has been available to the general reader heretofore. The glamour of the oriental setting and the detailed description of military operations lend exceptional interest and value to this volume.

Revue de Cavalerie (France), March-April, 1928.

Reviewed by Major W. E. Shipp, Cavalry

In this number the important history of *The Operations of the 1st Polish Cavalry Division against the Bolsheviks, July 29-October 18, 1920*, by Captain Moslard, begins. The author covers his subject very fully from every standpoint and writes in a very readable style. This division was organized from very heterogeneous material: ex-officers from the Russian, Austrian and German Armies and practically untrained men. Even the division commander, Colonel Rommel, had had no cavalry training or experience. Fortunately for the Poles, the superior Bolshevik cavalry of Budienny avoided real combat and its units were seldom able to execute a coordinated maneuver under the orders of its chief. The general staff, intelligence, security, marches and camping of the division are also covered in this article.

The present condition of the Polish Cavalry is set forth in an article by an anonymous author. Needless to say, the descendants of the hussars of John Sobieski, the lancers of the Grand Armee, the lancers of 1830, etc., are enthusiastic cavalymen. Today the Polish cavalry consists of forty regiments, five squadrons of armored cars, ten squadrons of pioneers, and twenty squadrons of frontier guards (under the Ministry of the Interior). As the infantry consists of ninety regiments, the relative importance of the cavalry is apparent. In fire power the Polish cavalry division is equal to the Soviet but inferior to the German. It has many first class mounts and spectators at international horse shows will readily believe that this is true. As the cavalry is popular, a very good class of officers is obtained for it. There is a cavalry school at Grudziadz where a two years' course is given to cadets, and there are other courses for colonels and captains. These latter courses, however, are still somewhat too theoretical. The NCO is usually a good instructor and disciplinarian but often lacks initiative. While, in general, the instruction is good, there still persists too much of a tendency to engage in mounted shock action and liaison with the other arms is still deficient.

Major de Montergon, the well known horseman, begins in this number *The "Dressage" of the Man*—an amusing skit on the equestrian art. The illustrations by Lieutenant de Marcilly are most amusing.

Other articles in this number are: *The Cavalry at the Grand Maneuvers of the Rhine Army in 1927*, Lieutenant Colonel Argueyrolles; a review of the life of a fine cavalryman, Colonel Taylor; and the sporting chronicle.

